## ECHT GECART

OEC-10741-66 Copy 601 9

11 July 1966

MEMORANDUM FOR : Director of Materiel, CBA

: TACAN Installation in Aircraft 124 STELLECT

: (A) D/H Memo OEC-10649-66 dated 23 June 66. Reference

25X1A

(B)

(c) BCP 22-22

(D) ECP 22-22-1

(E) ECF 22-75

- 1. Reference (A) requested that an agenda item for the next scheduled Configuration Control Board meeting consider the installation of TACAN in the A-12 trainer, aircraft 124, in accordance with the request of reference (B). Reference (C) which included the installation of TACAN in aircraft 124 was approved by Meadquarters. Subsequently reference (D) was submitted and approved providing for the transfer of sireraft 124 to reference (X) for later installation. However, the overall approval given to reference (C) was met affected.
- 2. It is recommended that, contingent upon the availability of a TACAN system, authority for installation in aircraft 124 be granted as requested in reference (B).

SIGNED

## JOHN PARAMGOSKY D/TECE/OSA

25X1A

gp (11 July 66) D/TECH/OSA/N

2 - D/OSACy 1 - MD/084

3 - B/YA/OSA 4 - OXC/OSA

6 - CD/OSA 5 - PS/OSA

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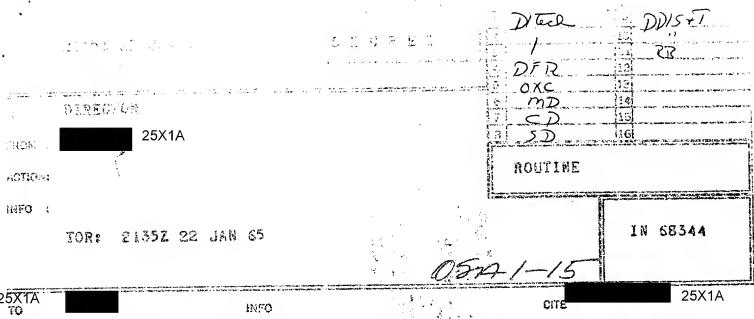
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LOCKHEED-CALIFORNIA COMPANY	CHANGE PROPO	SAL X	LAC		·
DATE 14 JANUARY 1966	AFFECTS:	wspo 🗌	PRO.		
NAME OF MAJOR COMPONENT PAI	RT OR LOWEST SUBA	SSEMBLY	PART NO. &	MODEL OR TYPE	£ .
TITLE OF PROPOSAL: INSTALL IM	PROVED GYRO REFE	LENCE HEADING	SYSTEM		
NATURE OF PROPOSAL: This ECP consinstell the SR-3 Reference Systemili replace the MA-1 and MD-1 will be accomplished on Contraction	tem in all A-12 : Reference System	ships except S	3/N 124. Th	e SR-3 System	m
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the INS. This system has a to hour. The SR-3 system has a t tion, the SR-3 system is light	otal drift rate er and occupies	of one (1) de Less space.	gree per hou	r. In addi-	
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carrying out a mission if the Reason for Revision: To submi fer of ship 124 to ECP 22-74.  This ECP was approved by Headq  ESTIMATED COST AND TIME IN	INS fails during t Proposed Targe uarters Message	the flight. t Price. Thi	s price refl	lects the tra	ns-
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carrying out a mission if the Reason for Revision: To submi fer of ship 124 to ECP 22-74.  This ECP was approved by Headq  ESTIMATED COST AND TIME INV	INS fails during t Proposed Targe warters Message VOLVED: D: PARTS:	the flight. t Price. Thi	s price refl	lects the tra	ns-
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carrying out a mission if the Reason for Revision: To submi fer of ship 124 to ECP 22-74.  This ECP was approved by Headq  ESTIMATED COST AND TIME INVADITIONAL FUNDING REQUIRE  ESTIMATED COST FOR KITS OR ADDITIONAL FUNDING REQUIRE  ITEMS AFFECTED BY PROPOSAL:  SAFELY MISSION PERFORM. OPERATING	INS fails during t Proposed Targe uarters Message  /OLVED: D: PARTS: ()	the flight. t Price. Thi 2401, dated 1 See Page 2.)	s price refl 9 August 196	FLIGHT MAIN	AJE-
carrying out a mission if the Reason for Revision: To submi fer of ship 124 to ECP 22-74.  This ECP was approved by Headq  ESTIMATED COST AND TIME INV ADDITIONAL FUNDING REQUIRE  ESTIMATED COST FOR KITS OR ADDITIONAL FUNDING REQUIRE  ITEMS AFFECTED BY PROPOSAL:	INS fails during t Proposed Targe uarters Message  /OLVED: D: PARTS: ()	the flight. t Price. Thi 2401, dated 1 See Page 2.)	s price refl 9 August 196	ects the tra	AJE-
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NAME		MAJOR (	OMPONEN	IT PART	OR LOW	EST SUBA	SSEMBLY	ì	PART NO. & 914-X-1	MODEL OF	TYPE
TITLE	OF I	PROPOSAL	REPLACE	E APX-45	IFF TI	4 WILCO	914X-1	AND AS	SOCIATED C	ONTROL U	TIK
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Approved For Release 20 LOCKHEED-CALIFORNIA COMPANY		RDP69B00 RING STUD PROPOSA		1 11.	01-2	22 <b>-</b> 35 <b>-1</b>	
DATE 14 JANUARY 1966	AFFECTS	:	WSPO		PROJ	ECT X	
NAME OF MAJOR COMPONENT	PART OR LOWES	ST SUBASS	EMBLY	PA	RT NO. &	MODEL OF	TYPE
	TUDE FUEL QUAR						
NATURE OF PROPOSAL: This ECP fuel tanks. (2) design and the new probes. (3) fabrica stall the new probes. The nature of the stall the new probes. The nature of the stall the sew probes.	tooling for cr	nanges re	sdarrea sdarrea	t of al	l parts	necessar	y to in-
Reason for Revision: To sub This ECP was approved by Hea				i <b>10</b> Feb	ru <b>ary 1</b> 9	65.	
as reliable as possible. The is accurate for the design of ceived complaints from the production of the nose is down and the air can be completely uncovered and pounds may remain. To installed in each tank. The range of 15 degrees nose up overall capacitance as the tive compensator and cablin	cruise conditi- pilots about to y during letd craft is dece resulting in correct these resultant fu to 15 degrees present probes	on (1.e.) the accur town. Du elerating a zero condition tel quant s nose do s so the	acy of ring le unde quantit ins it i ity sysown. The present	the syst tdown the r these y reading s propositem will see propositem will	cem during fuel of conditions while seed that to be accorded	ng non-dequentity ons the property two problemate over	thous- ces be cer a ces same
ES ADDITIONAL FUNDING REG	E INVOLVED :	N/I		·			
CP ESTIMATED COST FOR KITS ADDITIONAL FUNDING REG	OR PARTS:	(80	e Page	2.)	_	,	
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SAFETY MISSION PERFORM OPE EFFEC- TIVENESS	RATING INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- NANCE PROCEDURE	SERVICE (17E	FELIGHT MANUAL	MANUAL
EST. MAN/HRS. REQ'D. TO ACCO	ADUSH CHANGE	IN FIELD			<u>  U                                   </u>		<u> </u>
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DISPOSITION OF SPARES AFFECTE		1	oved fr	om Artic	les will	be sent	to 1/
the Depot		APPR	OVED:		ar	- T	<del></del>



ATTENTION: JOHN PARANGOSKY FROM C. L. JOHNSON SUBJECT: ALL ATTITUDE FUEL QUANTITY SYSTEM

- I. THE FUEL QUANTITY SYSTEM ON THE OXCART AND KEDLOCK AIRPLANES HAS BEEN DESIGNED TO BE AS LIGHT, SIMPLE AND RELIABLE AS POSSIBLE. AT THE TIME THIS DESIGN WAS MADE THE PROBES, COAX PLUGS AND THE COAX CABLES WERE NEW HIGH TEMPERATURE DEVELOPMENTS. THUS THE NUMBER OF PROBES AND PLUGS WAS PURPOSELY KEPT TO A MINIMUM.
- 2. THE PRESENT FUEL QUANTITY SYSTEM ON THE OXCART AIRPLANE HAS ONE PROSE PER TANK WHICH IS COMPLETELY ACCURATE ONLY AT 7-1/2 DEGREE MOSE UT. ACCURACY OF THIS SYSTEM VARIES PROPORTIONATELY AS ATTITUDE MARIES FROM THE 7-1/2 DEGREE CETIMUM.
- THE INACCURACY OF THIS SYSTEM AT OTHER ATTITUDES,
  PARTICULARLY DURING LET DOWNS AND DECELERATIONS.
- A. IT IS RECOMMENDED THAT WE INSTALL TWO
  PROBES IN ALL TANKS. HEAD VOLUME DATA AND PROBE LOCATIONS

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PAGE TWO

HAVE BEEN GIVEN TO M-H ON ALL TANKS ALTHOUGH THEY HAVE NOT BEEN GIVEN A GO-AHEAD FOR PROBES ON ANY TANK EXCEPT 4.

- 5. THE TWO PROBE PER TANK, ALL ATTITUDE SYSTEM INSTALLED

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  IN THE AIRPLANE HAS PROVEN STABLE IN PITCH, ROLL

  AND YAW MANEUVERS IN FLIGHT TESTS TO DATE.
  - 6. WE WOULD LIKE TO GO AHEAD ON ECP 22-35 PREVIOUSLY SUBMITTED TO YOU IN ORDER TO PROVIDE THIS ALL ATTITUDE SYSTEM FOR ALL AIRPLANES. WE WILL MAKE THE PROBES MATCH THE PRESENT FUEL TANK OR THE ADDITIONAL FUEL CONFIGURATION AS REQUIRED.

END OF MESSAGE

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			<i>P</i> . 1				
DATE	14 JAMUARY 1966	AFFECTS:	WSPO	X	PROJ	ECT X	
NAME	OF MAJOR COMPONENT	PART OR LOWEST S	UBASSEMBLY	P	ART NO. &	MODEL OR	TYPE
TITLE C	OF PROPOSAL: AIRPL	ANE CONTROL SYSTE	M CHECKOUT C	ART			
check	E OF PROPOSAL: Design, out of the airplane co for use on the A-12 Ar e AF-12's.	ntrol system. Th	ree of these	carts	s will be s	こっていていてい	Lau
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	ADDITIONAL FUNDING REC						
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LOCK	HEED-CALIFORNIA COMPANY	ENGINEERI	NG STUDY		LAC	22-58-1	
DATE	14 JANUARY 1966 .	AFFECTS:	WSPO	$ \square $	PRO.	JECT X	
NAME	OF MAJOR COMPONENT	PART OR LOWEST	SUBASSEMBLY		PART NO. &	MODEL O	R TYPE
OIL	PRESSURE TRANSMITTER					umaturina a muunnantaineen eine	
TITLE	OF PROPOSAL: ENGINE OI	L PRESSURE TRANS	SMITTER DESIGN	IMPR	OVEMENT TE	CTING	
Oil :	RE OF PROPOSAL: This EC Pressure Transmitter the s will continue beyond ract WM-66 Category II.	rough September this time and th	1965. Furthe	r tes	ting of the	e protot	уре
mitted dated Reason	ON FOR PROPOSAL: To import or. Reference letter K d 1 October 1965.  on for Revision: To subhase I prototype testing e I of ECP 22-58 was approximately to the subhase I prototype testing e I of ECP 22-58 was approximately approximately the I of ECP 22-58 was approximately approxima	elly to John, as bmit Proposed Ta g and the delet	ated 27 Octobe arget Price. ion of Phase I	This	4 and ADP price reflocuetion I	Message ects the ncorpora	ecost
ES	ESTIMATED COST AND TIME		N/A		· · · · · · · · · · · · · · · · · · ·		
СР	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REQU		(See Page 2	2.)			
ITEMS	AFFECTED BY PROPOSAL:						
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Approved for Release 2001/06/09 CHARDP69800279R00018041000112  LOCKEPLD-CALIPORNIA COMPALY  CHANGE PROPOSAL  CHAIL 1965  AFFECTS: WSPO PROJECT   NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY  FART NO. & MODEL OR TYPE  WILLOX LIFE  WIL		- Annound For Polosco 20	MACAD CIA		ാ70ലവ്	1012044	0001-0		
DATE 20 :FFILL 1995  AFFECTS: WSPO   PROJECT   22-76  NAME OF MAJOR COMPONENT   PART OR LOWEST SUBASSEMBLY   PART NO. & MODEL OR TYPE MILLOX LIFE  WILLOX LIFE  W		Approved for Release 200	1		7	7010011			
AFFECTS: WSPO PROJECT X  NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TYPE  TITLE OF PROPOSAL: REPLACE APX-46 IFF WITH 914x-1 IFF IN S/N'3 124, 129 and 131  NATURE OF PROPOSAL: This ECP covers the menufacture of kits required to replace the AFX-46 IFF with the Wilcox IFF in A-12 Articles 124, 129 and 131. The associated control unit was provided under ECP 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131. The associated control unit was provided under ECP 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131. The associated control unit was provided under ECP 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131 from ECP 22-43-1 for later installation. ECP 22-43-1, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ES ADDITIONAL FUNDING REQUIRED:  IN/A  ESTIMATED COST AND TIME INVOLVED:  ADDITIONAL FUNDING REQUIRED:  IN/A  ESTIMATED COST FOR KITS OR PARTS:  (See Fage 2.)  ADDITIONAL FUNDING REQUIRED:  SOURCE OF PARTS FOR KIT  SERVICE PULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  REPLACED BY PROPOSAL:  INITIATED BY:  APPROVED:  LIEGIS  APPROVED:  LIEGIS  LIEGIS  APPROVED:  LIEGIS  APPROVED:	LOCK	HEED-CALIFORNIA COMPANY				_	LAC	22-76	
APPECIS: WSPO   PROJECT   PROJECT   PROJECT   PROJECT   PART OR LOWEST SUBASSEMBLY   PART NO. & MODEL OR TYPE   PART NO. & MODEL			CHANG	E PROPOSA	۱۲ <u>ا</u>	XI			
WILCOX IFF  WILL OF PROPOSAL: REPLACE AFX-46 IFF WITH 914x-1 IFF IN S/N'3 124, 129 and 131  NATURE OF PROPOSAL: This ECP covers the menufacture of kits required to replace the AFX-46 IFF with the Wilcox IFF in A-12 Articles 124, 129 and 131. The associated control unit was provided under ECF 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131 from ECP 22-43-1 for later installation. ECP 22-43-1.  A Proposed Target Price is also established for this ECP.  ES ADDITIONAL FUNDING REQUIRED:  ADDITIONAL FUNDING REQUIRED:  MILES AFFECTED BY PROPOSAL:  SAFEY MASSON FOR KITS OR PARTS:  ADDITIONAL FUNDING REQUIRED:  SAFEY MASSON FOR PROPOSAL:  SAFEY MASSON FOR PROPOSAL:  SAFEY MASSON FOR PROPOSAL:  SAFEY MASSON FOR PROPOSAL:  SAFEY MASSON FOR KITS OR PARTS:  ADDITIONAL FUNDING REQUIRED:  SAFEY MASSON FOR FRITON OF PROPOSAL:  AVAILABILITY WEEKS AFTER APPROVAL  INITIATED BY:  APPROVED:  LIESGE  N/A  APPROVED:  LIESGE  LIESCE  LIESCE	DATE		AFFECT	s:	WSP	° 🗆	PR	OTECT X	]
REPLACE APX-46 IFF WITH 914x-1 IFF IN S/N'S 124, 129 and 131.  REPLACE APX-46 IFF with the Wilcox IFF in A-12 Articles 124, 129 and 131. The associated APX-46 IFF with the Wilcox IFF in A-12 Articles 124, 129 and 131. The associated control unit was provided under ECP 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131 from ECP 22-43-1 for later installation. ECP 22-43-1.  REASON FOR PROPOSAL: This ECP represents a breakout of ships 124, 129 and 131 from ECP 22-43-1 for later installation. ECP 22-43-1, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED:  ADDITIONAL FUNDING REQUIRED:  IN/A  CP ESTIMATED COST AND TIME INVOLVED:  ADDITIONAL FUNDING REQUIRED:  IN/A  CP ESTIMATED COST FOR KITS OR PARTS:  ADDITIONAL FUNDING REQUIRED:  IN/A  CP ESTIMATED COST FOR KITS OR PARTS:  ADDITIONAL FUNDING REQUIRED:  IN/A  CSCOP Fage 2.)  IN AMAINE SERVICE BY PROPOSAL:  SAMET MASSION FRECORD OF PARTS OF PROCEEDING CHANGE WHICH OR SERVICE WITH AMAINE MANNER ARREY	i		PART OR LOW	ST SUBASS	EMBLY		PART NO. 8	S MODEL (	OR TYPE
REASON FOR PROPOSAL: This BCP represents a breakout of ships 124, 129 and 131 from ECP 22-43-1 for later installation. ECP 22-43 originally included these aircraft and was approved per Headquarters Message 2341, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAMELY MISSION PROPOSAL:  ADDITIONAL FUNDING PROPOSAL:  ADDITIONAL FUNDING PROPOSAL:  ADDITIONAL FUNDING PROPOSAL:  SAMELY MISSION PROPOSAL:  SAMELY MISSION PROPOSAL:  ADDITIONAL FUNDING PROP	TITLE	OF PROPOSAL: REPLACE	APX-46 IFF WI	TH 914x-	L IFF	in s/n	'3 <b>1</b> 24, <b>1</b> 2	9 and 13	1
ECP 22-43-1 for later installation. ECP 22-43 originally included these aircraft and was approved per Headquarters Message 2341, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MESSION PREFORM PROCEDURE CHARGE WEIGHT & SUPPORT NAME FOCEDURE WANDAL SERVICE PULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  APPROVED:  LLEGIB	APX-	46 IFF with the Wilcox	IFF in A-12 A	rticles :	re of	kits 1 29 and	required t	o replac associa	e the ted
ECP 22-43-1 for later installation. ECP 22-43 originally included these aircraft and was approved per Headquarters Message 2341, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PROPOSAL:		•	-						
ECF 22-43-1 for later installation. ECP 22-43 originally included these aircreft and was approved per Headquarters Message 2341, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERSONN OF PRINTING CHANGE: ABILITY SALANCE FOCCEDURE CHANGE: ABILITY SALANCE FOCCEDURE CHANGE: WEIGHT & SUPPOSET MANCE FOCCEDURE CHANGE: ABILITY SALANCE SUPPOSET MANCE FOCCEDURE CHANGE: ABILITY SALANCE SUPPOSET MANCE FOCCEDURE CHANGE: ABILITY SALANCE SUPPOSET MANCE MANUAL MANCE MANUAL SERVICE FULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  LILEGIB				•					
ECP 22-43-1 for later installation. ECP 22-43 originally included these aircreft and was approved per Headquarters Message 2341, dated 10 February 1965.  A Proposed Target Price is also established for this ECP.  ESTIMATED COST AND TIME INVOLVED: ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OF PRICEDURE CHANGE: ABILITY WEIGHT OF MAKE HOCEOURE DIVINESS INVESTIGATE ABILITY WEIGHT A SALANCE EQUIPMENT PROCEDURE MAMMAL MAKE ABILITY WEEKS AFTER APPROVAL  EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD  SOURCE OF PARTS FOR KIT AVAILABILITY WEEKS AFTER APPROVAL  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  LLEGIB									
ESTIMATED COST AND TIME INVOLVED:  ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATING CHANGE CHANGE SALANCE PROCEDURE CHANGE AND CHANGE MANUEL	ECP	22-43-1 for later instal	Llation. ECP	22-43 o	rigina	lly inc	luded the		
ADDITIONAL FUNDING REQUIRED:    Set imated cost for kits or parts:   (See Page 2.)	A Pr	oposed Target Price is a	also establis	hed for	this E	CP.		•	
ADDITIONAL FUNDING REQUIRED:    Set imated cost for kits or parts:									
ADDITIONAL FUNDING REQUIRED:    Set imated cost for kits or parts:   (See Page 2.)									
ADDITIONAL FUNDING REQUIRED:    Set imated cost for kits or parts:   (See Page 2.)							•		
ADDITIONAL FUNDING REQUIRED:    Set imated cost for kits or parts:									
ESTIMATED COST FOR KITS OR PARTS:  ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATING CHANGE CHANGE SUPPORT PROCEDURE CHANGE SALINTY BALANCE FIVE MANUAL MAINTE SUPPORT PROCEDURE CHANGE SALINTY BALANCE PROCEDURE MANUAL MA		ESTIMATED COST AND TIME	INVOLVED :	<u>, , , , , , , , , , , , , , , , , , , </u>					
ADDITIONAL FUNDING REQUIRED:    See Page 2.	ES	ADDITIONAL FUNDING REQU	IRED :	N/A		_			
ADDITIONAL FUNDING REQUIRED:  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATING CHANGE CHANGE TOOLS & MAINTE SUPPORT NANCE TOOLS & MAINTE NANCE CHANGE TOOLS & MAINTE CHANGE TOOLS & MAINTE NANCE CHANGE TOOLS & MAINTE NANCE CHANGE TOOLS & MAINTE NANCE CHANGE TOOLS & MAINTE TOOLS & MAINTE NANCE CHANGE TOOLS & MAINTE TOOLS & MA	CD	ESTIMATED COST FOR KITS (	OR PARTS:	(90)	. Pogo	2)			
SAFETY MISSION PERFORM. OPERATING CHANGE CHANGE CHANGE SUPPORT SUPPORT NANCE NANCE CHANGE IN FIELD  EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD  SOURCE OF PARTS FOR KIT  SERVICE BULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  APPROVED:    APPROVED:   ILLEGIB	CP	ADDITIONAL FUNDING REQU	IRED :	1000	rage	٤٠)			
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD  SOURCE OF PARTS FOR KIT  SERVICE BULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  APPROVED:  LIME MANUAL MANCE SUPPORT PROCEDURE PROCEDURE  ANAMUAL MANUAL	ITEMS	AFFECTED BY PROPOSAL:							
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD  SOURCE OF PARTS FOR KIT  SERVICE BULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  APPROVED:  ILLEGIB	SAFET	Y MISSION PERFORM OPERA	TING INTER- V	VEIGHT OR		MAINTE	- SERVICE		MAINTE- NANCE
SOURCE OF PARTS FOR KIT  SERVICE BULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  APPROVED:		1 IVENESS	) Ability	BALANCE E	QUIPMENT	PROCEDU	" 🗆		MAMUAL
SERVICE BULLETIN TO BE WRITTEN  DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  INITIATED BY:  APPROVED:	EST. A	MAN/HRS. REQ'D. TO ACCOM	PLISH CHANGE	N FIELD					
DISPOSITION OF SPARES AFFECTED  APX-46 UNITS WILL BE RETURNED TO THE DEPOT FOR DISPOSITION.  APPROVED:    APPROVED:	SOUR	CE OF PARTS FOR KIT		AVAIL	ABILITY		_ WEEKS AF	TER APPRO	VAL
INITIATED BY : APPROVED : ILLEGIB	SERV	TCE PULLETIN TO BE WRITE	cen					. 4	<b>~</b> ~
INITIATED BY : APPROVED : ILLEGIB	DISPO	OSITION OF SPARES AFFECTED	······································	······				2	<del></del>
ILLEGIB	APX-	.46 units will be return	ED TO THE DEP	OT FOR D	ISPOSI!	FION.		c'\	
Approved FgraRelease 2001/06/09 : CIA-RDIP69B00279R0001 <b>2</b>	INITIA	ATED BY :						ILLEGI	В

STATINTL Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2 Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

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•	LOCK	HEED-CALIFORNIA COMPANY	13	NGINEERING	STUDY (	x)	LAC	22-75	
ŧ	DATE	14 APRIL 1966	A	FFECTS:	WSP	o 🗌	PRO	JECT X	J
į	NAME	OF MAJOR COMPONENT	PART OR	LOWEST SI	JBASSEMBLY		PART NO. &	MODEL C	OR TYPE
	TITLE	OF PROPOSAL: TACAN F	or s/n <b>1</b> 2	5/†					
	TACA	RE OF PROPOSAL: This ECP N in A-12 Article 124. In addition the Glide nsive modification of t	TACAN wi Slope Ma	lll repla arker Rec	ce the ARC eiver inst	-15F Re	ceiver and on will be	B-18A removed	Conver-
<b>(</b> )	late Head	ON FOR PROPOSAL: This E r installation. ECP 22 quarters Message 798, d oposed Target Price is	-22 origi ated 20 J	inally included in 1964	cluded shi	p <b>1</b> 24 ε	.24 from EC and was app	P 22-22 r <b>ov</b> ed p	-l for
	ES	ESTIMATED COST AND TIME ADDITIONAL FUNDING REQU		:	A/N				ugumandhilighadhili bahani-ain Pini
	СР	ESTIMATED COST FOR KITS (			(See Page	2.)			
	ITEMS	AFFECTED BY PROPOSAL:							
	SAFET	MISSION PERFORM- OPERA TIVENESS ANCE PROCE	TING INTER- CHANG ABILITY	E- WEIGHT	L SUPPORT	MAINTE- NANCE PROCEDUR	LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
	EST. A	MAN/HRS. REQ'D. TO ACCOM	LISH CHAP	NGE IN FIE	.D				
	SOUR	CE OF PARTS FOR KIT		A	VAILABILITY		WEEKS AFT	ER APPRO	VAL
	SERV	ICE BULLETIN TO BE WRIT	CEN						A.
		SITION OF SPARES AFFECTED PMENT REMOVED FROM THE	AIRCR <b>AFT</b>	WILL BE I	RETURNED TO	THE D	EPOT.	were,	1,2
	INITIA	ATED BY : Approved For Release 20	001/06/09 :		PPROVED :   69B00279R0	093094		ILLE	

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	HEED-CALI			ENGI	NEERING S	YOUT		LAC	22-74	
				CHA	NGE PROPO	JSAL				
DATE	l) APRIL	1966		AFFE	CTS:	WSF	» П	PRO	DJECT X	]
NAME C	F MAJOR	COMPONE	NT PAR	T OR LO	WEST SUBA	SSEMBLY		PART NO. 8	MODEL C	OR TYPE
TITLE OF	PROPOSA	: I Instal	L IMPROV	en gyro	REFEREN	E HEADI	NG SYSI	em in s/n	124	
Refe	OF PROPO rence Sys Reference	stem in A	1-12 Arti	vers the	e manufac . The SI	eture of R-3 Syst	a kit em will	to incorporate replace	orate th	e SR-3 and
	,									
	\ \ \									
the hour tion shou if the This ECP 2401 ECP.	INS. Thi The SR, the SR, Id providue INS fa ECP repr 22-31 ori	s system 3 system 3 system 10 system 11 system 11 system 11 system 12 system 12 system 13 system 14 system 15 system 16 system 17 system 18 system	has a tem has a is light ogram wing the fabreakou included; 1964.	otal dritotal driter and the a hight. t of ship last A Propose	ift rate rift rate rift rate coccupies ghly reli ip 124 fr 24 and was sed Targe	of appres of one sless stable me con ECP as approat Price	oximate (1) depace. thod of 22-31-1 wed per	s used as ly four () gree per ) Use of the carrying for later Headquar o establis	t) degree hour. In e SR-3 s out a m r install ters Mes	es per n addi- ystem ission lation.
FC	DDITIONAL				N	′A				
CPI	STIMATED (				. (5	See Page	2.)	•		
ITEMS A	FFECTED BY	PROPOSA	AL:							
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- NANCE PROCEDUI	. J. LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
EST. MA	N/HRS. REC	Q'D. TO A	CCOMPLISH	CHANGE	IN FIELD	<u> </u>	<del></del>		ч	<u> </u>
	OF PARTS	<del></del>				ILABILITY		WEEKS AF	TER APPRO	VAL
ļ	ICE BULLE		e writte	M						
DISPOSIT	TION OF SE	PARES AFF	ECTED						تحمد ر	1922
MA-1	AND MD-1	COMPONE	NTS WILL	BE SENT	TO THE	DEPOT.			amere	Γ΄
INITIATE	D BY: Approved	For Relea	ase 2001/0	)6/09 : Cl		ROVED :	0041091		ILLE	

Annual English of A	1400100 - CIA BERCARON 270BON 04001 110001
LOCKHEED-CALIFORNIA COMPANY	ENGINEERING STUDY CHANGE PROPOSAL X
DATE 14 JANUARY 1966	AFFECTS: WSPO X PROJECT
NAME OF MAJOR COMPONENT	PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TYPE
TITLE OF PROPOSAL:	OF PRODUCTION ADP INLET CONTROL IN ALL YF-12A'S
NATURE OF PROPOSAL: This ECP of ADP Inlet Control in all YF- forward by-pass door position	covers the manufacture of kits required to incorporate the 12A aircraft. This installation includes the spike and a indicating system.
- 3	
	And the second s
デン (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
in the state of th	
ESTIMATED COST AND TIME	INVOLVED : N/A
ES ADDITIONAL FUNDING REQUI	RED:
ESTIMATED COST FOR KITS C	DR PARTS:
CP ADDITIONAL FUNDING REQU	(See Page 2.)
ITEMS AFFECTED BY PROPOSAL:	
SAFETY MISSION PERFORM- OPERAL PROCES	TING INTER- WEIGHT OR TOOLS & MAINTE- SERVICE FLIGHT MAINTE- DURE CHANGE- WEIGHT & SUPPORT NANCE ABILITY BALANCE EQUIPMENT PROCEDURE MANUAL MANUAL
EST. MAN/HRS. REQ'D. TO ACCOM	PLISH CHANGE IN FIELD
SOURCE OF PARTS FOR KIT ADP winder Service Bulletin AF-37	5.
DISPOSITION OF SPARES AFFECTED	award fr
INITIATED BY :	APPROVED: WSPO
	01/06/09 : CIA-RDP69B00279R(

PAGE 1 OF 2.

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		Approved	For Relea	ase 2001/0	06/09 : CI	A-RDPE	69B00	279R0	00100			
	LOCKHEE	D-CALIFO	ORNIA CON	IPANY .		NGE PRO			$\mathbf{z}$	LAC	22-66-1	
	DATE 11	j <b>a</b> nuary	1966		AFFE	CTS:		WSP	o 🛚	PR	OJECT [	]
	NAME O	F MAJOR	COMPONE	NT PAR	T OR LO	WEST SI	UBASSE	MBLY		PART NO.	MODEL (	OR TYPE
	TITLE OF	PROPOSA		TERNATE	STEERING	g syst	EM FO	R YF-1	L2A'S			
		te steer								required to system,		
												Ì
		-										
				ovide the			lf st	eerin <sub>{</sub>	g abili	ty in cas	e of los	s of the
	Reason	for Revi	sion: T	o submit	Propose	ed Tar	get P	rice.		·		
	This properts.	cice refl	.ects a r	edu <b>ctio</b> n	in kit	costs	resu	lting	from t	the use of	Bonded	Stock
	This EC	P was ap	proved b	y Headqu	arters l	Messag	е 441	, date	ed 6 Ja	inuary 196	5.	
		TIMATED (	COST AND	TIME INV	OLVED :		n/a		<del></del>			
	ES AI	DDITIONAL	FUNDING	REQUIRED	:		N/A					
	CPI			KITS OR P	,		(See	Page	2.)			
	ITEMS AF	FECTED BY	PROPOSA	\L:			•					
	SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT WEIGHT BALANC	L 5	OOLS & UPPORT	MAINTE NANCE PROCEDU	LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
		<del></del>	<del></del>	CCOMPLISH		T	LD					
	1	OF PARTS Service B		ADP will AF-234.	furnish	1 A	VAILA	BILITY .			FTER APPRO	OVAL V
1	}	ION OF SE	PARES AFF	ECTED		<del></del>				<u></u>	went	7
	N/A INITIATE	D BY:				A	APPRO\	/ED:	WSPO			FOID
			E ABRIA	2001/	16/00 + CI					1.2	ILL	EGIB

Approved For Release 2001/06 LOCKHEED-CALIFORNIA COMPANY	709 : CIA-RDP0 ENGINEERING : CHANGE PROP	STUDY [	1	01-2 2	2-49-1	
DATE 14 JANUARY 1966	AFFECTS:	WSPO		PROJEC		
NAME OF MAJOR COMPONENT PART OF FUEL TANKS	OR LOWEST SUE	ASSEMBLY	PART	NO. & M	ODEL OR	TYPE
TITLE OF PROPOSAL : FUEL MANAGEMEN	r revision					
NATURE OF PROPOSAL: This ECP cover required to change the fucl tank kits necessary to accomplish the the transfer when 6,000 pounds of accomplished on all A-12 Articles	sequencing of transfer of fuel remain	fuel from te in tank #2.	mk #2 to	tank #6	and sto	p l
						,
REASON FOR PROPOSAL: This ECP was sequencing. As a result, the C.C greater portion of the cruise conresults in greater range.  Reason for Revision: To submit mental costs of including the further than the costs approved by Headqua	Proposed Firm	n Price. Th	is price	reflect	s the in	
ES ESTIMATED COST AND TIME INVO		N/A				
CP ESTIMATED COST FOR KITS OR PA	ARTS:	(See Page	2.)			
ITEMS AFFECTED BY PROPOSAL :		· · · · · · · · · · · · · · · · · · ·				
SAFETY MISSION PERFORM OPERATING PROCEDURE	INTER- WEIGH	T & SUPPORT	MAINTE- NANCE PROCEDURE	SERVICE LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
TIVENESS	ABILITY BALAN					
EST. MAN/HRS. REQ'D. TO ACCOMPLISH	CHANGE IN F	IELD		WEEKS AE	TED ADDRO	VAL
SOURCE OF PARTS FOR KIT ADP will under Service Bulletins 649,818	1 furnish ,819,834,	AVAILABILITY		WEEKS AL	TER ALTRO	
871,878 and 904.  DISPOSITION OF SPARES AFFECTED		l	LLEGIB		89	1
NOTED ON SERVICE BULLETINS INITIATED BY: Approved For Malease 2001/06	ING - CIA PDP	APPROVED:	1 AROJEGI	21.20	of ct	

		00279R000100	41 1000 1-Z		Ī
THE PROPERTY AND A REPORT OF A PARTY AND A	ENGINEERING ST	UDY []	3 8 8 2	22-68-1	
LOCKHEED-CALIFORNIA COMPANY	CHANGE PROPOS	SAL X	LAC	J- <del>-</del>	1
	CHANGE TROPOS	<u>(7)</u>	<u> </u>		
DATE 14 JANUARY 1966	AFFECTS:	WSPO	PROJ	ECT X	
NAME OF MAJOR COMPONENT PA	ART OR LOWEST SUBAS	SEMBLY	PART NO. &	MODEL OF	TYPE
TITLE OF PROPOSAL: RETROFIT OF	F PRODUCTION ADP I	NLET CONTROL	IN S/N'S 131	+ & <b>1</b> 35	
NATURE OF PROPOSAL This ECP of	wers the design a	nd manufactu	re of kits re	equired	to in-
	Inlet Control Syst	em and the W	llcox lff in	A-12 Ar	fictes
134 and 135. This installation	on will include a	spike and fo	rward by-pas:	a coor p	OSTÉTON
indicating system.					•
		•			
	•		·		.•
	÷				
REASON FOR PROPOSAL : Verbal r	equest from Col. G	eary to Kell	y on 19 Marc	h 1965.	
Reason for Revision: To subm	it Promosed Target	Price. Thi	s price refl	ects a r	educ-
tion in the engineering effor	t and the deletion	of installs	tion, spares	and AGE	costs.
				•	
This ECP was approved by Head	quarters Message C	101, dated 1	o may 1907.		
· t					
·					
	•				
ESTIMATED COST AND TIME IN			,	·	
ESTIMATED COST AND TIME IN	N.		,		
ES ESTIMATED COST AND TIME IN ADDITIONAL FUNDING REQUIR	N.	/A			
ES ADDITIONAL FUNDING REQUIR	ED:		,		
ES ADDITIONAL FUNDING REQUIR	ED: N/	A See Page 2.)			
ADDITIONAL FUNDING REQUIRED CP STIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIRED	ED: N/				
ES ADDITIONAL FUNDING REQUIR	ED: N/				
ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATIONAL OPERATIONAL PROPORTIONAL OPERATIONAL CONTRACTOR OF THE PERFORM OPERATIONAL OPERATIONAL CONTRACTOR OPERATION	PARTS:  (S)  (S)  (S)  (S)	See Page 2.)	NTE SERVICE	FLIGHT	MAINTE- NANCE
ADDITIONAL FUNDING REQUIR  CP  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:	PARTS:  (S)  (S)  (S)  (S)	TOOLS & MAI	NTE- SERVICE NCE LIFE EDURE	FLIGHT MANUAL	MAINTR- NANCE MANUAL
ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATING ANCE PROCEDURE	PARTS:  (SPED:  (SPED:	TOOLS & MAI	NCE LIFE		NANCE
ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATION ANCE PROCEDU	PARTS:  PED:  INTER- CHANGE ABILITY  BALANCE	TOOLS & MAI	NCE LIFE		NANCE
ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM PROCEDULE TIVENESS ANCE PROCEDULE  EST. MAN/HRS. REQ'D. TO ACCOMPLE	ED:  PARTS:  ED:  INTER- CHANGE ABILITY  BALANCE  ISH CHANGE IN FIELD	TOOLS & MAI SUPPORT EQUIPMENT PROC	NCE CIPE	WANUAL	MANCEL
ES ADDITIONAL FUNDING REQUIR  CP ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATION OF PROCEDULE OF PARTS FOR KIT ADP WE SOURCE OF PARTS FOR KIT ADP WE	PARTS:  SED:  SED:	TOOLS & MAI	NCE LIFE	WANUAL	MANCEL
ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM PROCEDULE TIVENESS ANCE PROCEDULE  EST. MAN/HRS. REQ'D. TO ACCOMPLE	PARTS:  SED:  SED:	TOOLS & MAI SUPPORT EQUIPMENT PROC	NCE CIPE	WANUAL	MANCE
ES ADDITIONAL FUNDING REQUIR  ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM OPERATION ANCE PROCEDULE  EST. MAN/HRS. REQ'D. TO ACCOMPLE  SOURCE OF PARTS FOR KIT ADP WI under Service Bulletins 874,6	PARTS:  SED:  SED:	TOOLS 4 MAI SUPPORT EQUIPMENT PROC	NCE CIPE	WANUAL	MANCE
ES ADDITIONAL FUNDING REQUIR  CP ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM PROCEDULE  STIVENESS PERFORM PROCEDULE  EST. MAN/HRS. REQ'D. TO ACCOMPTE SOURCE OF PARTS FOR KIT ADP with the company of t	PARTS:  SED:  SED:	TOOLS & MAI SUPPORT EQUIPMENT PROC	NCE CIPE	WANUAL	NANCE MANUAL DVAL
ES ADDITIONAL FUNDING REQUIR  CP ESTIMATED COST FOR KITS OF ADDITIONAL FUNDING REQUIR  ITEMS AFFECTED BY PROPOSAL:  SAFETY MISSION PERFORM PROCEDULE  STIVENESS PERFORM PROCEDULE  EST. MAN/HRS. REQ'D. TO ACCOMPTE SOURCE OF PARTS FOR KIT ADP with the company of t	PARTS:  RED:  NO INTER-CHANGE WEIGHT OR WEIGHT & BALANCE  LISH CHANGE IN FIELD  LISH CHANGE IN FIELD  LISH CHANGE IN AVA  380,884 and	TOOLS 4 MAI SUPPORT EQUIPMENT PROC	NCE CIPE	WANUAL	NANCE MANUAL DVAL

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LOCK	heed-california company		IGE PROPO		_	LAC	22-57-1	•
		Chan	GE PROPO	3AL (8				
DATE	14 JANUARY 1966	AFFE	стѕ:	WSPC		PRO	DJECT X	
NAME	OF MAJOR COMPONENT	PART OR LOV	WEST SUBA	SSEMBLY		PART NO. &	MODEL O	R TYPE
		IC REWORK -						
drau	RE OF PROPOSAL: This EC lic lines on all A-12 a tion of the TEB CAN by	nd YF-12A Ai	ircraft.	This ch	re-r	oute outho is require	ard elevo	n hy- changed
Engi will Reas	ON FOR PROPOSAL: Interf neering required will b be accomplished under on for Revision: To su ECP was approved by He	e accomplish Contracts F.	ned under I-21 and/ ed Target	Contractor SC-23	et FT- } as a	21. Insta		of kits
ES	ESTIMATED COST AND TIME ADDITIONAL FUNDING REQU		N/	A				
СР	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REQU		(8	ec Page	2.)			
ITEMS	AFFECTED BY PROPOSAL:							
SAFET		ATING INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINT NANC PROCED	E LIFE	FLIGHT MANUAL	MAINTE- MANUAL
EST. A	MAN/HRS. REQ'D. TO ACCOM	APLISH CHANGI	E IN FIELD					
SERV	CE OF PARTS FOR KIT VICE BULLETIN 262 - YF-1 VICE BULLETIN 673 - A-12		AVA	ILABILITY .		_ WEEKS AF		a ./
1	OSITION OF SPARES AFFECTED	)					C. wany	12
INITIA	APPLICABLE  ATED BY:  Approved For Release 200	)1/06/09 : CIA-		ROVED:	19941	θ <del>0</del> 01-2	ILLE	

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Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2											
Approved For Release 2091/06/	1	: CIA-RDP69B00279R000100110001-2 ENGINEERING STUDY									
LOCKHEED-CALIFORNIA COMPANY		22-50-1									
	CHANGE	PROPOSAL		the took and	/-	_					
DATE 14 JANUARY 1966	AFFECTS	: w	SPO	PR	O)ECT [3						
NAME OF MAJOR COMPONENT PAI	RT OR LOWES	T SUBASSEMBL	Y	PART NO. 8	MODEL :	OR TYPE					
TITLE OF PROPOSAL:  JC-130 COMMAID TRANSMITTER AND RECOVERY PARACHUTE SYSTEM - TAGBOARD											
NATURE OF PROPOSAL:											
`											
		(See Pag	ge 2.)								
						i					
PEASON FOR PROPOSAL 4This a mount of	au ta this	EOD	- 4) 5								
REASON FOR PROPOSAL This revisithis work. The work described	herein was	originally	s the Fr authoriz	oposed Ta ed under	rget Pri Contract	ce for					
Miscellaneous Approval No. 1.	Approval f	or this work	: under C	T-22 Was .	hab hmar	in Hosel					
quarters Message 6796, dated 6 getary Estimate and the Propose	Oc <b>to</b> ber 19 d Target P	55. The dif	ference	between t	he Origi	nal Bud-					
changes:				r the lor	rowrug s	cope					
a. Forty-nine (49) ea. air	pick up ch	ites were ad	ded;								
b. Eleven (11) ca. replacem c. Fifty (50) ca. stabiliza	ent chute : tion chute	Systems were	added;								
d. Fifteen (15) each air pi	ck up chut	es to be pro	cured wi	th replac	ement sv	stems					
were deleted, and		_		•							
e. 0 & R was reduced.				· · · · · · · · · · · · · · · · · · ·	····						
ES ESTIMATED COST AND TIME INVO											
ADDITIONAL FUNDING REQUIRED	:										
ESTIMATED COST FOR KITS OR PA	ARTS:	(See Pag	n 3 \								
CP ADDITIONAL FUNDING REQUIRED	:	(nee rag	e 3.)	*							
ITEMS AFFECTED BY DOORSELVE	<del></del>				···········						
ITEMS AFFECTED BY PROPOSAL :											
SAFETY MISSION PERFORM OPERATING EFFEC. ANCE PROCEDURE	INTER- WEI	GHT OR TOOLS & SUPPORT	MAINTE-	SERVICE	FLIGHT	MAINTE-					
TIVENESS ANCE PROCEDURE		GHT & SUPPORT	PROCEDUR	E LIFE	MANUAL	MANCE MANUAL					
			LO								
EST. MAN/HRS. REQ'D. TO ACCOMPLISH	CHANGE IN	FIELD			·						
SOURCE OF PARTS FOR KIT AVAILABILITY WEEKS AFTER APPROVAL											
NOT APPLICABLE											
DISPOSITION OF SPARES AFFECTED											
DISPOSITION OF SPARES AFFECTED					AT .	2-					
DISPOSITION OF SPARES AFFECTED NOT APPLICABLE				A	revita	2					
	<del></del>	APPROVED :		6M	revit	2					

## NATURE OF PROPOSAL:

This ECP covers the activities required to furnish the following systems:

- A. JC-130 Command Transmitter Kits
  - 1. Prototype Kit

This includes design, manufacture and installation of one (1) kit in JC-130 E.

2. Kits (9)

Covers manufacture and assembly of nine (9) kits.

- 3. Furnish ten (10) sets of transmitters, amplifiers, coax switches, cabling, etc.
- 4. Furnish five (5) sets (approximately 50% Spares) for Item 3 above.
- B. Training Hatches
  - 1. Manufacture and deliver ten (10) training hatches.
- C. Recovery Parachutes
  - 1. a. Procure fifty (50) training parachute systems (14' airpickup, main and stabilization), and reefing cutters.
    - b. Procure forty nine (49) 16' airpickup chutes to modify the existing parachute systems.
  - 2. Procure fifty (50) additional pickup.
  - 3. Replacement of expended chutes.

Provide approximately twenty-six (26) additional training parachute systems, (less air pickup chutes), used for rigging tests and training.

4. Limited repair and overhaul of chutes used during training and/or rigging tests.

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$\hat{}$	DATE	14 januar	y <b>1</b> 966		AFFEC			WSPO PROJECT X						
:	NAME	OF MAJOR (	COMPONEN	NT PAR	OR LOV	VEST SUBA	SSEMBLY	PA	RT NO. &	MODEL O	R TYPE			
	TITLE	OF PROPOSAL		LD-WIDE (	CAPABILI	TY FLIGH	T TESTS							
		NATURE OF PROPOSAL: This ECP covers the activities necessary to conduct World-Wide Capability flight tests of INS equipment in one (1) C-54 aircraft.												
		Activities include:  1. Installation design, liaison and monitor the results of the flight test pro-												
		<ol> <li>Install gram;</li> </ol>	ation de	sign, li	aison ar	d monito	r the re	esults of	s of the flight test pro-					
		2. Fabrication and subsequent installation of kit in the C-54 aircraft;												
	3. Restoration of C-54 to original configuration after completion of testing.													
STATINT	any	associated ECP.		ntract for ectly wi			No E		data reffort is					
	REASON FOR PROPOSAL: Letter, Kelly to John, same subject, dated 4-29-65.													
	Reason for Revision: To submit Proposed Target Price. This price reflects a reduction in engineering and manufacturing effort.													
0	This	ECP was ap	proved b	y Headqu	arters !	lessage 8	308, date	ed 1 Jul;	<b>1</b> 965.		•			
		•												
	ES	ESTIMATED C				N	'A							
		ESTIMATED C	·											
	CP	ADDITIONAL	FUNDING	REQUIRED	:	( &	See Page	2.)	·					
	ITEMS, AFFECTED BY PROPOSAL :													
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Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2  ENGINEERING STUDY												
LOCKHEED-CALIFORNIA COMPANY CHANGI									I.	AC	22 <b>-</b> 6	4-1
DATE	14 JANU	ARY 1966			AFFECTS	:	W	SPO X	 ]	PR	OJECT	
NAME	NAME OF MAJOR COMPONENT PART OR LOWEST							Y	PART	NO. 1	MODEL	OR TYPE
TITLE	TITLE OF PROPOSAL:  FUEL QUANTITY MODIFICATION TO FIVE (5) KC-135'S											
NATURE OF PROPOSAL: This ECP provides kits necessary to modify the fuel quantity measuring system for three (3) tanks on five (5) additional KC-135's. The kits will be like those previously supplied under S/B 299.												
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	STIMATED ADDITIONAL				•	N/1	A					**.
CPI	ESTIMATED COST FOR KITS OR PARTS:											
ITEMS A	FFECTED BY	PROPOSA	AL:									
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						]						
	N/HRS. REC		CCOMPLI	SH CHAN	IGE IN	FIELD	<del></del>	·				<b></b>
SOURCE OF PARTS FOR KIT SERVICE BULLETIN 677  AVAILABILITY WEEKS AFTER APPROVAL												
DISPOSITION OF SPARES AFFECTED												
NOT APPLICABLE												
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DATE	14 JANUARY 1966	AFFECTS	<b>:</b>	wspo 🗓	PR	OJECT [	]		
NAM	E OF MAJOR COMPONENT	PART OR LOWE	ST SUBASSEM	BLY	PART NO. 8	k MODEL	OR TYPE		
TITLE	OF PROPOSAL: HYDROGEN	GNITION SYSTI	em for yf-1	.2A'S	<u> </u>				
nece	URE OF PROPOSAL: This ECP is system in the YF-12A at essary to make the YF-12A udes any effort on the i	rcraft. ADP	will furni with the	Sh only : new ignit	the metania	T cmd ac			
REAS	ON FOR PROPOSAL: Reques	t from SPO, (F	ef. letter	Ed R. to	Rus. date	d 5 Apri	1 1965).		
Reas	on for change: To submi	t Proposed Te							
This	ECP was approved by Hea	dquarters Mes	sage 8873 <b>,</b>	dated 27	' May 1965.		·		
ES	ESTIMATED COST AND TIME ADDITIONAL FUNDING REQUI		n/a						
СР	ESTIMATED COST FOR KITS O ADDITIONAL FUNDING REQUI	R PARTS:	(See Pa	uge 3.)	*				
ITEMS	ITEMS AFFECTED BY PROPOSAL :								
SAFETY	MISSION PERFORM- OPERATION PROCEDION	JRE CHANGE WE	IGHT OR TOOLS	ORT NAME	E   LIFE	FLIGHT MANUAL	MAINTE. NANCE MANUAL		
EST. N	MAN/HRS. REQ'D. TO ACCOMP	ISH CHANGE IN	FIELD						
	CE OF PARTS FOR KIT ADP wi Service Bulletin AF-386		AVAILABIL	TY	_ WEEKS AFT	ER APPRO			
DISPO N/A	SITION OF SPARES AFFECTED				O	م معمد	9,22		
INITIA	TED BY: Approved <sup>©©</sup> Release 200	01/06/09 : CIA-R	APPROVED			. ILLE	GIB		

PAGE 1 OF3.

## Approved For Release 2001/06/09 CIA-RDP69B00279R000100110001-2

#### LIST OF MAIN DIFFERENCES

TEB

Pyrophoric Ignition
Essentially a chemical system with
electric current to dump solenoid only.
Electric current (1 amp only) required
at dump.

Remaining TEB may be dumped after touchdown for safety.

 $H_2$ 

Electrical Ignition
H2 gas-D. C. electric system.
Requires continuous D. C. current.
Requires 3 glow plugs in each engine:
Left main engine plug on Essential
D. C. bus (This is only plug in each
engine that remains on battery if both
engines are out) right main engine
plug on monitor bus, and afterburner
plug on monitor bus.
11 amps (D. C.) starting current and
4 1/2 amps (D. C.) steady state
current at each glow plug (Total
starting amps = 66; total steady amps=
27.)
Dump of remaining H2 not required.

#### H2 IGNITION SYSTEM

#### ADVANTAGES

More ignition firings (20+).
Less hazardous.
Uses CIS system except for plug and new wiring.
Doesn't need special ground support equipment.
Cheaper.
Cleaner combustion.
No tube plugging problem.
Better air starts.

#### DISADVANTAGES

Potential electric failure.
High current load (surge) to iniate system.
Ability of current equipment to contain H<sub>2</sub> under pressure must be determined. System must be on continually in order to avoid warmup period.
Dual flameout case may not have sufficient battery capacity for relight if below generator cut out RPM.
Weight penalty = Approximately 3 to 5 pounds.

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DATE	29 HOVEMBER 1965	- <sub>жүүн</sub> олго амият олуу олго уудаг	AFFEC	rs:	WSPO		PRO	JECT [	į
	OF MAJOR COMPONI	ENT PART	OR LOW	EST SUBAS	SEMBLY	PAI	RT NO. &	MODEL (C	R TYPE
TITLE	OF PROPOSAL : ARC-5	50 AY INSTA	NOITALL	KITS FO	R FIVE (	5) KC-13	5 <b>'</b> S		
NATU	RE OF PROPOSAL:				. 1986 <u>- Andrews Law Constitution (1986)</u>	and the second seco	jungan di ang ang dipaniman ke di B. Si k Mila i Sini B	gggggammendeggegggg- , ann 300 HAGE	the different to made angular tong some
ment and	ECP provides the in five (5) addit 59-1523. These kietins 251, 252, 47	tional KC-l its will in	135 Tank acorpora	ers, Seri te change	ials 59-	1504, 59	-1512,	59-1513 <sub>1</sub>	59-152
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25X1A ATTN:

STATIONS AT

25X1A

SUBJECT: ARC-50 PROGRAM - STATUS OF GROUND STATIONS OXCART

- 1. AT PRESENT TIME THERE ARE TWO ARC-50 (GY) GROUND
- 2. PLAN TO DELIVER TWO ADDITIONAL ARC-58 (GY) GROUND STATIONS DURING WEEK OF MARCH 8, 1965, AND ONE DURING

WEEK OF MARCH 15, 1965. PLEASE ADVISE DISPOSITION.

- 3. GRD-11 GROUND UHF-DF EQUIPMENT IS NOT PART OF ARC-50 (GY) GROUND STATION EQUIPMENT. IF DF CAPABILITY IS DESIRED, THIS EQUIPMENT MUST BE USED IN CONJUNCTION WITH ARC-50 (GY). PROCUREMENT THROUGH GFE.
- 4. CONSIDERABLE CONFUSION HAS ARISEN REGARDING ARC-50 (GY)
  DESIGNATION, SOMETIMES ERRONEOUSLY REFERRED TO AS
  GRC-115. GRC-115 IS ARQ-23 GROUND STATION, NOT COMPATIBLE
  WITH ARC-50°S. USE OF ARC FOR GROUND STATION DESIGNATION
  IS ALSO ERRONEOUS. WE SUGGEST ESTABLISHING A NEW

SECRET

GROUP 1
ENGLING PROLITICATION
MATIC DOWNERABING
AND DECLARSIFICATION

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		of Major C RISCOPE	OMPONENT	PART	OR LOW	EST SUBAS	SEMBLY	PA	RT NO. &	MODEL OF	TYPE
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	ITEMS	AFFECTED BY	PROPOSAL	. :							·
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PAGE 1 OF 2

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LOCKE	EED-CALIFORNIA COMPANY	C	HANGE PROP	POSAL E	3	LAC 22	±-13 	
DATE	28 April 1965	P	AFFECTS:	WSPC	X	PROJ		
NAME	OF MAJOR COMPONENT	PART OR	LOWEST SUB	BASSEMBLY		PART NO. &	MODEL OR	TYPE
TITLE C	OF PROPOSAL: HYDROGE	n ignitio	n system fo	OR YF-12A	s			
NATUR	RE OF PROPOSAL:							
effor	ECP consists of enginet required to install	a hydrog	en ignition	n system :	into a	III II-12A S	•	on
comps	will furnish only the statible with this new is mardware.	materials gnition s	and servicystem; thi	ces requis	red to ludes	make the Y any effort	F-12A's on the i	gnition
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### Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

#### LIST OF MAIN DIFFERENCES

TEB

Pyrophoric Ignition
Essentially a chemical system with
electric current to dump solenoid only.
Electric current (1 amp only) required
at dump.

Remaining TEB may be dumped after touchdown for safety.

 $H_2$ 

Electrical Ignition
H2 gas-D. C. electric system.
Requires continuous D. C. current.
Requires 3 glow plugs in each engine:
Left main engine plug on Essential
D. C. bus (This is only plug in each
engine that remains on battery if both
engines are out) right main engine
plug on monitor bus, and afterburner
plug on monitor bus.
11 amps (D. C.) starting current and
4 1/2 amps (D. C.) steady state
current at each glow plug (Total
starting amps = 66; total steady amps=

#### H2 IGNITION SYSTEM

#### ADVANTAGES

More ignition firings (20+). Less hazardous.

Uses CIS system except for plug and new wiring.

Doesn't need special ground support equipment.

Cheaper.

Cleaner combustion.
No tube plugging problem.
Better air starts.

#### DISADVANTAGES

Dump of remaining H2 not required.

Potential electric failure. High current load (surge) to iniate system.

Ability of current equipment to contain H<sub>2</sub> under pressure must be determined. System must be on continually in order to avoid warmup period.

Dual flameout case may not have sufficient battery capacity for relight if below generator cut out RPM. Weight penalty = Approximately 3 to 5 pounds.

Approved For Release 2 LOCKHEED-CALIFORNIA COMPANY	ENGINEE	RDP69B00279 RING STUDY PROPOSAL	PR000100	110001-2 LAC	22 <b>-</b> 72	<u>'</u> .
DATE 28 April 1965	AFFECTS	: W	VSPO X	PROJ	ECT	
NAME OF MAJOR COMPONENT	PART OR LOWES	T SUBASSEMB	LY	PART NO. &	MODEL O	TYPE
TITLE OF PROPOSAL :	OF PRODUCTION	ADP INLET (	ONTROL 1	NTO ALL YF-	12A'8	
NATURE OF PROPOSAL: This ECP consists of all ereffort required to outfit control System.  Budgetary estimate for this Engineering Production Installation Spares & Action of the Control System of the	three (3) YF-12 s program is as of Kits on GE	A airplanes follows:	ratintl	e Productio		
Request from SPO, (Ref. le Wa are proceeding with thi	s job per verbe	the state of the s			ta	Kelly.STA
					,	
ES ESTIMATED COST AND TIME ADDITIONAL FUNDING REC						
CP ESTIMATED COST FOR KITS ADDITIONAL FUNDING REC		dgetary Est	imate fo	r Total Prog	g <b>ræ</b> n ST	ATINTL
ITEMS AFFECTED BY PROPOSAL:						
,	CEDURE CHANGE V	VEIGHT OR TOOK WEIGHT & SUPP BALANCE EQUIP	ORT NAM	ICE LIPE	REIGHT MANUAL	MAINTE- NANCE MANUAL
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PAGE | OF 2

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#### LOCKHEED INLET CONTROLS

#### LIST OF MAIN DIFFERENCES

#### HAM-STD SYSTEM

#### ADP/AIRESEARCH SYSTEM

Essentially non-electronic (except for a few switches) mechanical, hydraulic, pneumatic-mechanical computer.

Computer located in nacelle-subject to 3000 heat in oil cooled enclosure.

Probe is near inlet-M is picked up off nacelle; of are picked up off inbd leading edge half way between nacelle and fuselage.

No manual backup for computer.

No manual backup for computer.

Moderate spike actuator diameter.

Uses rotating probe with combined of & Psignal.

"Basic system tolerance does not assure reliable operation".

Electronics essential and integrated in electronic, mechanical, hydraulic, pneumatic system-electronic computer. Computer located in E-bay air conditioned environment (or missile bay on YF-12A).

Probe is on nose of fuselage for M, & f.
Manual backup provided to offset computer failure.

Increased spike actuator diameter.
Uses separate and fixed & sensors.

#### ADP/AIRESEARCH SYSTEM

#### ADVANTAGES

## DISADVANTACES

"Improved System Performance" Higher degree of accuracy and rate -40/ sec yaw and 70 sideslip (H/S good to 3 1/2 sec low, and only 20/sec at high Sideslip angle measurement now practical (off nose boom). Clear cut mach number off nose boom (M at nacelle varies with & # and introduces complexity into scheduling and dynamic response. Less complicated flow field at nose.) More accurate measurement of & & (Local & at nacelle vary from true o & in a complex way, making accurate programming difficult) Independent & pickups contributes to more accurate scheduling than combined control. More reliable switches. Less dynamic difficulties. Less oscillation. No noticeable limit cycle (This has been noticeable in H/S system) Better control of servo loops. Greater system flexibility due to separation of & pickup and use of electronics. Larger diameter spike actuator more rugged. Manual backup improves reliability. Local flow caused by missile firings less disturbing on spike position with pitot at nose than at nacelle

High degree of electronic competence needed from service personnel.

Probe on fuselage measures fuselage deflection

as well as . However, this error has proven fairly predictable for known flight patterns. Requires higher premium, air conditioned space in "E" bay; or use of missile bay space on prototypes. Layup time is six weeks and requires approximately 2000 man hours. Weight penalty = approximately 10 lbs.

Approved For Release 2001/105/09: CIA-RDF69B00279R000160110001-2 ENGINEERING STUDY CHANGE PROPOSAL X  DATE 27 April 1965  AFFECTS: WSPO PROJECT X  NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY  PART NO. & MODEL OR TYPE  TITLE OF PROPOSAL: IMPROVED WHEELS AND BRAKES FOR A-12  NATURE OF PROPOSAL: This proposal is for the replacement of all wheels and brakes used on A-12's 5/N's 121,122,124 - 132. The proposed new brakes and wheels are of the configuration developed for and to be used by 5/N's 134 and 135. We propose to provide an additional 125 wheels and brakes under this ECF. This would bring the total wheel and brake assets to 155 for thirteen (13) airplanes, resulting in 100% Spares. Summary: S/N Installed Spares Total 134,135 12 18 30 (IX-3665) 121,122,124-132 66 59 125 (This ECF)  Total 76 77 155  REASON FOR PROPOSAL:  1. Headquarters MCS. 6463 requests an ECF. Please, also, refer to letter, Kelly to John, dated 9 April 1965 on the same subject.  2. We request that the Depot be authorized to issue a Purchase Request under Contract CT-22 as follows:  a. P/N AA319945 Brake Assy Qty. 125 (Budgetary Price \$1,034 ea.) b. P/N 219A719 'Wheel Qty. 125 (Budgetary Price \$635 ea.)
AFFECTS: WSPO PROJECT X  NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TYPE  THE OF PROPOSAL: This proposal is for the replacement of all wheels and brakes used on A-12's S/N's 121,122,124 - 132. The proposed new brakes and wheels are of the configuration developed for and to be used by S/N's 134 and 135. We propose to provide an additional 125 wheels and brakes under this ECP. This would bring the total wheel and brake assets to 155 for thirteen (13) airplanes, resulting in 100% Spares. Summary: S/N Installed Spares Total  134,135 12 18 130 (IK-3665)  121,122,124-132 66 59 125 (This ECP)  Total 78 77 155  REASON FOR PROPOSAL:  1. Headquarters MGS. 6463 requests an ECP. Please, also, refer to letter, Kelly to John, dated 9 April 1965 on the same subject.  2. We request that the Depot be authorized to issue a Purchase Request under Contract CT-22 as follows:  a. P/N AA319945 Brake Assy Qty. 125 (Budgetary Price \$1,034 ea.)  b. P/N 219A719 ' Wheel Qty. 125 (Budgetary Price \$635 ea.)
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134,135 12 18 30 (DK-3665) 121,122,124-132 66 59 125 (This ECP)  Total 78 77 155  REASON FOR PROPOSAL:  1. Headquarters MGS. 6468 requests an ECP. Please, also, refer to letter, Kelly to John, dated 9 April 1965 on the same subject.  2. We request that the Depot be authorized to issue a Purchase Request under Contract CT-22 as follows:  a. P/N AA319945 Brake Assy Qty. 125 (Budgetary Price \$1,034 ea.)  b. P/N 219A719 ' Wheel Qty. 125 (Budgetary Price \$635 ea.)
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#### Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2

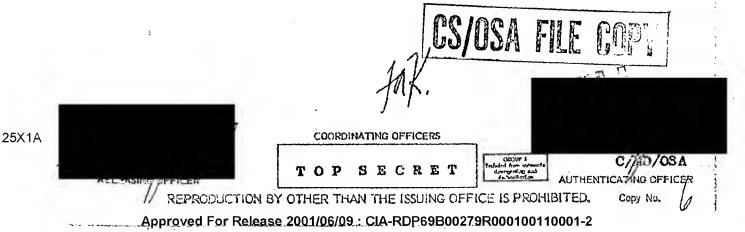
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THE PROPOSED OPERATION FROM KADENA AIR BASE HAVING 11000 FT RUNNAY WITH ONLY 1000 FT OVERBUN REQUEST:

- A. YOU EXERT EVERY POSSIBLE EFFORT TO PROVIDE ABSOLUTELY RELIABLE ERAILES ON ALL ARTS.
- B. YOU INVESTIGATE POSSIBLE USE OF THE BAK-9 AND MALIA BARRIERS
  JET EDUCATE INSTALLED AT KADENA AIR BASE FOR EMERGYNCY
  ARRESTING OF THE ART IN CASE OF MEORTED TAKE OFF OR
  EMERGENCY LANDING AT HIGH GROSS WEIGHTS AND ADVISE

25X1A OF RESULTS.

END OF MESSAGE



25X1A

OSA - 0759-65

3 February 1965

STATINTL

To:

Subject:

RESULTS OF ARC-50 PROVISIONING CONFERENCE OF

18 AND 19 JANUARY 1965 AT ADP

The attached list of ARC-50 equipment represents the items to be procured by ADP, under the two (2) designated contracts, as a result of the subject conference.

The basic ground rules used for establishing the level of equipment indicated were:

- 1. R-12 HA-3666 support requirements are based upon twelve (12) ships (out of the twenty-five (25).
- 2. All ARC-50 assets are considered a common pool available to any base requiring the equipment.
- 3. Ground Station sub-assembly spares components (below modular level) procured under ECP 22-7 are to be sent to procure to use as bonded spares.
- 4. Further provisioning required will be accomplished whenever necessary by the Depot and ADP.
- 5. The two (2) ground stations (GY configuration) presently on order under HT-3664 were to be canceled. We have placed a "stop work" order on these two (2) units and are waiting for a formal request to cancel.
- 6. Field maintenance shall be limited to the replacement of Modular Components (with minor exceptions only).
- 7. ECP 22-65 would be revised to provide the KC-135 ARC-50 Kits, less the five (5) sets of ARC-50 AY Equipment.

The two HT-3664 "GY" ground stations (5. above) were placed on order 15
September 1964 at an estimated price of \$140,000 ea. Estimated cancellation
cost would be approximately \$45,000. If go-ahead was again given as of this
date, estimated delivery would be in July 1965. Intended location for these
two ARC-50 GY's is at your discretion.

STATINTL

We are proceeding with ECP 22-65 (less ARC-50 Equipment) and ECP 22-64 (as submitted to you) in the interest of avoiding any possible delays.

We were requested to initiate procurement action on the attached quantities with formal approval to be given upon receipt of this summary. As a part of your formal approval, we request that the Depot issue Purchase Requests for the Contract CT-22 quantities indicated in the attachment.

Also attached is a copy of the work sheets used as a guide during the provisioning conference (as revised 25 January 1965).

Yours truly,



STATINTL cc:



## Approved For Release 2001/05/09: CIA-RDP69B002 200100410001-2



# ARC-50 EQUIPMENT TO BE PROCURED BY ADP AS A RESULT OF THE 18 AND 19 JANUARY 1965 CONFERENCE

	Part Number	Nomenclature	CT-22 Qty.	HA-3666 Qty.	Budgetary Unit Price	
12345678	714295-801 714221-802 714222-802 714223-801 714224-802 714016-801 714220-801	Oscillator Receiver Programmer Generator Modem Power Supply Module - Range	6666136	6666506		
8 9 10 11 12 13 14	714219-802 714008-801 714001-802 713953-801 713950-802 713961-802 713954-802	Chassis Power Supply Transceiver (R-T) Power Supply Oscillator Synthesizer Multiplier	1 3 4 5 7 7	6 1 5 0 9 27 8 17		
15 16 17 18 19	713956-802 713952-802 713951-802 713957-802 714850-801	Receiver - Main Converter Receiver - Guard Modem Transmitter	.7 7 7 7 7 2 4	17 17 11 17 17		STATINTL
20 21 22 23 24 25	713922-802 713965-804 713997-801 713996-801 714004-801 714686-801	Chassis Translator Relay Relay Control - Gnd. Sta. Amplifier	1 1 5 1	2 0 0 0 0		
26 27 28 29 30	713969-801 708662-801 708663-801 708665-801 708946-801	Selector Control - Transceiver Control - Transceiver Indicator - Range Control - Translator	1 7 0 0	0 7 8 9 0 6		
31 32 33 34 35 36 37	708829-801 708977-801 708810-801 715094-801 708809-802 708808-802 708928-801	Control - Translator Indicator - Frequency Tester - Transmitter Test Set - Transceiver Test Set - Translator Test Set - Transceiver Test Set - Elect. Cable	7 0 1 6 1 1 2	6 0 4 0 4		



## Approved For Releas 2001/06/09 : CIA-RDP69B00279R000 00110001-2



# ARC-50 EQUIPMENT TO BE PROCURED BY ADP AS A RESULT OF THE 18 AND 19 JANUARY 1965 CONFERENCE

	Part Number	Nomenclature	CT-22 Qty.	HA-3666 Qty./	Budgetary Unit Price
1	714295-801	Oscillator	6	6 -	
1 2 3 4 5 6	714221-802	Receiver	6	6	
3	714222-802	Programmer	6	6	
4	714223-801	Generator	6	6	
5	714224-802	Modem	ĭ	5	
6	714016-801	Power Supply	<del>د</del> ع	6 6 5 0	
7 8	714220-801	Module - Range	Ğ	6	
	714219-802	Chassis	66613613459777	ĭ	
9	714008-801	Power Supply	- 3	. 5	
10	714001-802	Transceiver (R-T)	<u>ĭ</u>	ó	
11	713953-801	Power Supply	5	a	
12	713950-802	Oscillator	á	5 0 9 27	Y III
13	713961-802	Synthesizer	ŕ	ė	
14	713954-802	Multiplier	$\dot{7}$	. 17	
15	713956-802	Receiver - Main	$\dot{7}$	17	
16	713952-802	Converter	7	17	
17	713951-802	Receiver - Guard	ż	īi	
18	713957-802	Modem	7 7 7	17	
19	714850-801	Transmitter		17	
20	713922-802	Chassis	7 2 4	2	
21	713965-804	Translator	<u>ī</u> .	Õ	
22	713997-801	Relay		Ö	
23	713996-801	Relay	1 1 5 1	ŏ	
24	714004-801	Control - Gnd. Sta.	5	ŏ	
25	714686-801	Amplifier	í	Ö	
26	713969-801	Selector	ī	ŏ	
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28	708663-801	Control - Transceiver	ò	7	
29	708665-801	Indicator - Range	ŏ	7 8	
30	708946-801	Control - Translator	ŏ	0	
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32	708977-801	Indicator - Frequency	ò	6	
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34	715094-801	Test Set - Transceiver	6	ŭ	
35	708809-802	Test Set - Translator	ĭ	o .	
36	708808-802	Test Set - Transceiver	ī	Õ	
37	708928-801	Test Set - Elect. Cable	2	O 4	

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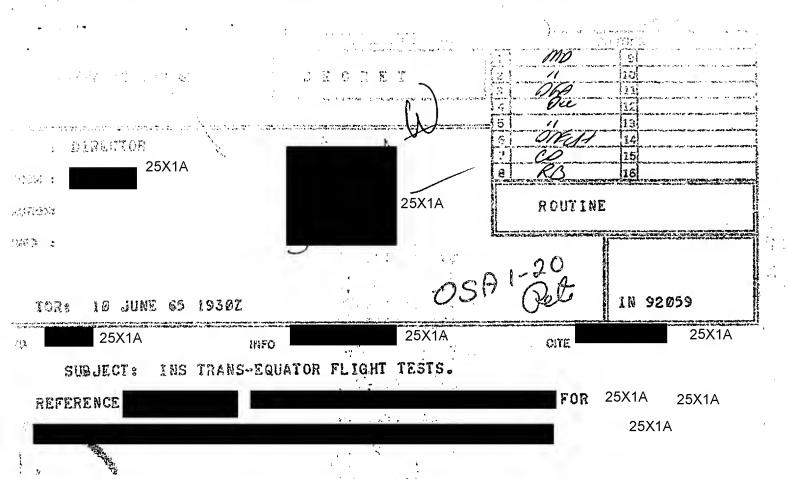
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PAGE 1 OF 1.



THE FOLLOWING AFSC CONFIDENTIAL MESSAGES ARE QUOTED FOR YOUR INFORMATION: QUOTE

ROUTINE TO USAFSO INFO APEC EGLIN AFE FLA, AFSC STLO US ARMY
TROPIC TEST CENTER CANAL ZONE CONFIDENTIAL SCSST 24798, 8 JUN
65. FOR COMMANDER. PGLO. MAJ STRAIGHT. OUR SCSST 23323

DATED 22 MAY 65. PART I. PROJECT RED LIGHT IS FLIGHT TEST OF
CLASSIFIED NAVIGATION EQUIPMENT AND WILL INVOLVE A SERIES OF
TEST FLIGHTS IN THE SOUTHERN HEMISPHERE TO 10 DEGREES SOUTH
LATITUDE. TESTING IS SCHEDULED TO START ABOUT 14-17 JUNE AT
HOWARD AFB. PLIGHTS AT THE RATE OF 2-4 PER WEEK FOR A PERIOD OF
APPROXIMATELY ONE MONTH WILL BE REQUIRED. FLIGHTS WILL ORIGINATE AND
TERMINATE AT HOWARD AFB AND WILL BE FLOWN OVER INTERNATIONAL
WATERS. NO OVERFLIGHT OF FOREIGN COUNTRIES IS PLANNED AT THIS

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(IN 92059) SECRET PAGE TWO

TIME. SHOULD IT BECOME APPARENT THAT OVERFLIGHT IS REQUIRED, THE TEST TEAM WILL FURNISH MAJOR STRAIGHT ( AFSC STLO) WITH APPROPRIATE PLANNING DATA FOR FOREIGN CLEARANCE AT LEAST TWO WEEKS PRIOR TO THE SCHEDULED MISSION. THE OPR AT HQ USAF FOR THIS ACTIVITY IS COL LEO P. GEARY (AFRDC-F) AT HQ AFSC, MAJOR P. FRYBERGER (SCSZ). PART II. FIRM DEPARTURE DATE WILL BE PROVIDED IN TIME TO ARRANGE FOR APPROPRIATE CLEARANCES. GP 4. UNQUOTE

QUOTE

TO USAFSO INFO APGC EGLIN AFB FLA, AFSC STLO US ARMY TROPIC
TEST CENTER CANAZ ZONE CONFIDENTIAL SCSZ 24977 10 JUN 65.
USAFSO FOR COMMANDER. APGC FOR PGLO. AFSC STLO FOR MAJ STRAIGHT.
SUBJECT: PROJECT RED LIGHT. REFERENCE AFSC UNCLAS MSG SCSST
23323 DATED 22 .MAY 65 AND CONF MSG SCSST 24798 DATED 8 JUN 65.
PART I, FOR USAFSO. THE FOLLOWING INFORMATION IS SUBMITTED
TO AID IN OBTAINING APPROPRIATE CLEARANCES FOR PERSONNEL
ARRIVING IN YOUR THEATER DURING WEEK OF 14 JUNE 1965 FOR THE
PURPOSE OF PERFORMING CLASSIFIED MISSIONS IN SUPPORT OF PROJECT
RED LIGHT. THE FOLLOWING CIVILIAN PERSONNEL ARE ASSIGNED AS
CREW MEMBERS ON C-54G, NUMBER 52477 ARRIVING APPROXIMATELY 15 JUNE
1965. ALL ARE US CITIZENS HOLDING MILITARY SECRET CLEARANCES:

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PART II FOR APGC. REQUEST THAT YOU FURNISH THE FOLLOWING INFORMATION TO USAFSO ON APGC CREW MEMBERS ASSIGNED TO SUPPORT PROJECT RED LIGHT: NAME, RANK, SERIAL NUMBER

Approved For Release 2001/86/09 © CA FD P69B00279R000100110001-2

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(IN 92059) SECRET PAGE THREE

AND SECURITY CLEARANCE. ADDITIONALLY REQUEST THAT APGC FURNISH USAFSO WITH INFORMATION REQUIRED TO COMPLY WITH THE USAF FOREIGN CLEARACE GUIDE FOR THE CANAL ZONE, SPECIFICALLY PARAGRAPH 4, "CONTENT OF ADVANCE NOTICE." GP 4. UNQUOTE

END OF MESSAGE

SECRET

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See Pa	ge 2.									
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#### NATURE OF PROPOSAL:

This ECP covers the activities required to furnish the following systems:

#### Phase I

- A. JC-130 Command Transmitter
  - 1. Prototype Kit

This includes the design, manufacture and installation of Kit in JC-130B.

2. Kits (9)

Covers the manufacture and assembly of nine (9) kits.

- 3. Furnish ten (10) sets of transmitters, amplifiers, coax switches, cabling, etc.
- 4. Furnish five (5) sets (approx. 50% spares) for item 3 above.
- B. Recovery Parachute
  - 1. Procure fifty (50) parachutes including reef cutters.
  - 2. Manufacture and deliver ten (10) test hatches.

#### PHASE II

- A. Pickup and Stabilization Chutes
  - 1. Furnish fifty (50) additional Pickup and Stabilization Chutes.
- B. Replacement Rigging Chutes
  - 1. Provide approx. fifteen (15) additional Pickup, Stabilization and Main Chutes used for rigging tests.
- C. Limited repair and overhaul of Chutes used during tests.

#### FUNDING:

PHASE I Budgetary Target Price Budgetary Ceiling Price

PHASE II Budgetary Target Price
Budgetary Ceiling Price

TOTAL CEILING PRICE



STATINTL

Approved For Release 20 LOCKHEED - CALIFORNIA COMP	ENGINEERING S	IUDY 🔲	LAC 22-57		
DATE 16 June 1965	AFFECTS:	WSPO 🔯	PROJE	:cт (X)	
NAME OF MAJOR COMPONENT	PART OR LOWEST SUBA	SSEMBLY	PART NO. & N	NODEL OR TYPE	
TITLE OF PROPOSAL: HYDRAULI	C REWORK - TEB CAN				
NATURE OF PROPOSAL:					
This ECP provides kits necessary this change is required du Contractor. This change is	to changed location	of the TEB (	an by the Fn	gine .	
TACOL TON TO THE					
Interference of hydraulic l	e accomplished under	Contract FT- -21 and/or SC	21. Installa -23 as applic	ation cable.	
Interference of hydraulic l Engineering required will b of kits will be accomplished	e accomplished under d under Contracts FT	Contract FT- -21 and/or SC	21. Installa -23 as applio	ation cable.	
Interference of hydraulic lengineering required will be accomplished kits will be accomplished	e accomplished under d under Contracts FT	Contract FT- -21 and/or SC	21. Installa -23 as applio	ation cable.	
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ADDITIONAL FUNDING REQU	e accomplished under d under Contracts FT  INVOLVED: IRED: DR PARTS: Budgetary IRED:	-21 and/or SC	\$6,500	Right MAINTE-MANUAL MANUAL	
Engineering required will be accomplished of kits will be accomplished additional funding required will be accomplished by accomplished additional funding required by additional funding requirems affected by proposal:  SAFETY MISSION PERFORM OPERA ANCE PROCE	e accomplished under d under Contracts FT  INVOLVED: IRED: DR PARTS: Budgetary IRED: IRED: IRED:	Estimate  Tools & MAINTE- SUPPORT NANCE	\$6,500	FLIGHT MAINTE	

PACE ANE 1

LOCKHEED-CALIFORNIA COMPANY	ENGINEERING S	البيا	LAC 22-6	8
DATE 28 April 1965	AFFECTS:	wspo [	PROJECT	X
NAME OF MAJOR COMPONENT	PART OR LOWEST SUB	ASSEMBLY	PART NO. & MODE	OR TYPE
TITLE OF PROPOSAL: RETROFIT	OF PRODUCTION ADP	INLET CONTROL	INTO S/N's 134 &	135
NATURE OF PROPOSAL: This ECP consists of all en effort required to outfit S System. Budgetary estimate	/N's 134 & 135 with	the production	nd subsequent ins on ADP Inlet Cont	tallation rol
. Engineering			,	
Production	of Kits	STATINTL		
Installatio	n			
Spares & AG		and Dames at he	· wana daaw madib	1 on
Note: This installation wi indicating system.	II include a spike	and iorward by	-pass door posit	TOII
REASON FOR PROPOSAL:			×	
Verbal request from Col. Ge	eary to Kelly on 19	March 1965; w	e are proceeding	with this
job as directed.				
			· · · · · · · · · · · · · · · · · · ·	
ESTIMATED COST AND TIME	INVOLVED :			
ESTIMATED COST AND TIME				
ES ADDITIONAL FUNDING REGI	UIRED :	v Fatimete for	Total Program	\$680.000
ADDITIONAL FUNDING REQUESTIMATED COST FOR KITS	UIRED: OR PARTS: Budgetar;	y Estimate for		\$680,000
ES ADDITIONAL FUNDING REQUESTIMATED COST FOR KITS	UIRED: OR PARTS: Budgetar;	y Estimate for	Total Program	\$680,000
ADDITIONAL FUNDING REQUESTIMATED COST FOR KITS	UIRED: OR PARTS: Budgetar;	y Estimate for		\$680,000
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LOCE	CHEED - CALIFORNIA COM	PANY .	9 : CIA-RDP6 ENGINEERING CHANGE PROI	STUDY	X	LAC	22-48-1	•
DATE	<b>30 April 196</b> 5		AFFECTS:	WSP	° []	PRO	OJECT 🔯	]
NAME	OF MAJOR COMPONENT	PART O	R LOWEST SUE	ASSEMBLY	· u	PART NO. 8	MODEL O	R TYPE
TITLE	OF PROPOSAL : RETROFI	T OF PROI	OUCTION ADP	inlet col	TROL 1	NTO A-12'S	3	
This request type 131,	RE OF PROPOSAL:  ECP consists of all lired to outfit eight S/N's applicable are ADP Inlet Control; twhich will continue Lacing the APX-46 with this program is as for Engineer Install	(8) A-12' 121, 122, his syste to use th the Wild llows:	s with the 125-128, 1 m will be use prototype	production 30 and 1 sed as specification.  Fr (See 1	on ADP 32. Sy pares to This	Inlet Cont N 130 has o support ECP does r	rol Syst had the S/N 129 not inclu getary Es	em.; proto- and de
na ta	and the state of t	and AGE	Possessi has	maga dag	7 7007	The start of		100
	6 Ship	go-ahead go-ahead	- M	essage #1 lessage #1	1761 da 2314 da	ted 6 Augu ted 17 Aug	ust 1964 just 1964	
mod.	6 Ship	go-ahead go-ahead g of kits efined in	, and insta ADP Finance	essage # llation s ial Repor	6811 da are a r rt SP-7	ted 27 Apr	il 1965 FY-65 A	-12
mod.	6 Ship 8 Ship Incering, manufacturin Ification program as d being provided under ESTIMATED COST AND TH	go-ahead go-ahead g of kits efined in CT-22 Cal	, and insta ADP Finance 1 Purchase	essage # llation s ial Repor	6811 da are a r rt SP-7	ted 27 Apr	il 1965 FY-65 A	-12
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ES CP ITEMS SAFET EST. A SOUR SERT DISPO	AFFECTED BY PROPOSAL:  AMBISTIONAL FUNDING RESTIMATED COST FOR KIT ADDITIONAL FUNDING RESTIMATED COST FOR KIT AMBISSION PERFORM OF ANCE PROPOSAL:  AMAN/HRS. REQ'D. TO ACCOUNT OF THE PROPOSAL COST FOR KIT	go-ahead go-	ADP Finance  ADP Finance  Purchase  Budgetary  S: Budgetary  ANGE IN FIELD  ANGE IN FIELD  ANGE IN FIELD  ANGE IN SIONLY	Ilation a lal Report Requests.  Estimate Support Requests.  AllABILITY NCORPORATION FY-65	AAINT MANCE PROCEDU	weeks Afil BE ACCO	TER APPRO	-12 GE ATINTL MANUAL MANUAL UNDER

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LOCKI	EED-CALIF	ENGII	NEERING S	Ydui	¬	LAC 22-69				
DATE	23 April	1965		AFFE	стѕ:	WSP	° 🗌	PROJECT X		
•	OF MAJOR CHUTE	COMPONE	NT PAR	OR LO	WEST SUBA	SSEMBLY	ſ	'ART NO. &	MODEL C	OR TYPE
TITLE C	OF PROPOSA	L: DF	RAG CHUTE	IMPROV	ements					
This improter three thre	ECF PROPO ECF considerates in examents in examents, as Drag Cl Electric Drag Cl angineering allation on examents and engineering allation on examents and engineering	sts of the all A-Is follows bute machical actubical actubical actubical actubical actubical actubical actubical actubical actubications and profit actubications and profit actubications actubication	12 Articles: 11 inery lator la	of kits	See position in See position i	34 and 1  age 2 fo  accompl  r Contra	35). To detail ished under FT-	he improv ls. nder Cont 21 or SC-	ements a ract FT- 23 as ap	re in 21. pli-
Head date	N FOR PROP quarters re 1 9 April :	equest per 1965, sam mate for Engi	ne subject A-12 pro Incering tallation	t. gram is Mfg. of	as foll		er to le		Kelly t	o John,
ES	ESTIMATED (									
ADDITIONAL FUNDING REQUIRED:  ESTIMATED COST FOR KITS OR PARTS: Budgetary Estimate for Total A-12 Program \$203,000  ADDITIONAL FUNDING REQUIRED:										
	AFFECTED BY	, , ,	· · · · · · · · · · · · · · · · · · ·							·
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & BALANCE	TOOLS & SUPPORT EQUIPMENT	MAINTE- HANCE PROCEDUR	SERVICE LIFE	FLIGHT MANUAL	MAINTE- NANCE MANUAL
EST. M	AN/HRS. REC	Q'D. TO A	CCOMPLISH	CHANG	IN FIELD					
	E OF PARTS		WRITTEN		AVA	ILABILITY	12-15	WEEKS AF	TER APPRO	OVAL
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1337					- GTATI	WTL	VIDI		PAGE/1	OF 2

#### NATURE OF PROPOSAL (Continued from page 1)

- 1. The drag chute hook lock support will be revised to reduce friction and improve jettisoning capability at higher speeds. The drag chute hook and link will be changed to a "roller" configuration; the roller configuration eliminates the spherical contact which presently exists between the ball and the hook. This spherical surface has proved to be difficult to inspect and maintain. An external indicator system will be adopted in order to provide a visual assurance that the hook and ball are in the proper position after the chute packing operation is completed.
- 2. The actuator will be revised from a single electrical screw jack with a stall load of 300 400 lbs., to a dual electrical actuator with an "impact wrench" mode so as to have a peak capability of approximately 2,000 lbs. This load is more than enough to operate the system even when the forces are unusually high, either in the deployment or jettison mode. Each electric motor is energized by a separate electrical circuit which extends all the way to the cockpit, and each half of the dual actuator has the ability to perform all required functions in case of malfunction of the other. A single handle is used to energize both halves of the dual actuator. Both circuits will be individually checked as a part of the pre-flight check-out.
- 3. The drag chute door mechanism will be revised to minimize friction by installing bronze guide rollers, bushed links. We will also shorten the main actuating rod to minimize the effects of bending due to heat. We will reverse the direction of the door\*swing to prevent any aerodynamic scooping effect in the event that it may not be rigged in a completely closed position.

\*(This refers to the "latching" door - not the drag chute door).

OSA = 1635-65

5 April 1965

Thuch -

To:

Rus

Subject:

ECF's for the Lockheed Inlet Control and Hydrogen Ignition Systems for the YF-12A. Contract CT-22

Dear Rus:

We are considering the installation of the Lockheed Inlet Control in lieu of the Hamilton-Standard in the YF-12A aircraft. Eccordingly, we request that ADP prepare an Engineering Change Proposal for Contract CT-22 to provide this feature in all three YF-12A's on an expedited basis. In addition to the normal ECP information, the proposal should also include the following:

- a. List of main differences between the two control systems with your comments on the advantages or disadvantages of making the change on the YF-12A.
- b. Cost breakdown showing engineering, kit, and installation costs separately.
- c. Schedules for kit delivery and installation based on time from approval of the ECF. (Assume go-ahead prior to 1 July 1965).
- d. Installation man hours and calendar days downtime required for installation for each aircraft.

You are also authorized to submit an ECP for installation of hydrogen ignition systems on all three YF-12A's. The same type of information is desired on this ECF also.

These ECP's should be proposed for the support contract only. This letter does not authorize any effort beyond that required to submit the ECP's and provide the information requested. Your early response is requested.

Regards,

STATINTL \_\_\_\_\_

Ed R.

Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2									
LOCKHEED-CALIFORNIA COMPANY			CHANGE PROPOSAL			LAC 22-63-1			
DATE	26 April 1965		AFFECTS:		WSP	o [.]	PRO	OJECT X	]
NAME C	OF MAJOR COMPONENT	PART	OR LOWEST	SUBASSI	EMBLY		PART NO. 8	MODEL (	OR TYPE
TITLE OF	PROPOSAL:	OLING S	YSTEM			<del>ــــــــــــــــــــــــــــــــــــ</del>			
NATURE	OF PROPOSAL:								·····
		SE	E PAGE 2						
	NOTE: TMU-4/E;s, F-	61 s. sn	ብ ርዝ <b>ጥ</b> ተል	ileve u	rnild I	oo CEP	to ADD		·
ē			~ u2 *1 u	TTCID W	·	oc dri	to Apr.		
REASON	FOR PROPOSAL:								
									·
									,
1.	PROVIDE ADDITIONAL R	ANGE CA	PABILITY :	FOR THE	<b>A-</b> 12				
	THIS REVISION REPRES			.0.		A TOTAL		~~~	
	BASIC ECP 22-63 AND	SUPERSE	DES IT IN	ENTIRE	TY.				
	·						50/t	and an	L ->
T			<del></del>		<del>,</del>		2 / 2	may	
FC	STIMATED COST AND TIM		/ED :						
A	DDITIONAL FUNDING REG		<del></del>		-				
CPI	TIMATED COST FOR KITS		rs: Buc	lgetary	Estin	ate I	tem 1. \$40	•	
^	DDITIONAL FUNDING REG	UIRED :	· · · · · · · · · · · · · · · · · · ·				2. \$1.35	0000	
ITEMS A	FFECTED BY PROPOSAL:								
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Approved For Release 2001/06/09 : CIA-RDP69B00279R00010011000962 2 of 2

#### NATURE OF PROPOSAL:

STATINTL

1. Fuel Cooling System for

This system consists of a mobile fuel chiller capable of cooling 25,000 gallons of fuel from 80°F to 15°F in twenty-four hours, used in conjunction with four TMU-4/E insulated tanks. The TMU-4/E's are GFP and must be modified to provide for safe bottom loading. We will also provide the necessary fuel and nitrogen manifolds, as indicated on block diagram #1 of TAG 1212 drawing, to couple the chiller fuel tank and nitrogen tank.

The TMU-4/E; s are semi-mobile in that the ones presently available do not have wheels mounted on them. These tanks do not have their own pumps, filters, etc., and must be located near such facilities. Each TMU-4/E has a capacity of 6,500 gallons.

2. Fuel Cooling System for Deployment Base(s):

This system consists of a fuel chiller unit, as described above, used in conjunction with the five F-6 semi-trailers. The F-6's have a capacity of 5,000 gallons, contain their own pumps, filters and hoses, which make them ideal for a deployment base. We would modify these F-6's to provide for safe bottom loading; revise plumbing to permit circulation of fuel during the cooling cycle, and insulate them with three inches of foam, and weather proof them. We would provide the fuel and nitrogen manifolds to couple the chiller, fuel tank and nitrogen tank.\*

We propose to provide two of the above described systems in order to provide for both A-12's and KC-135's. One complete chilling system (incl. the five F-6's, etc.) is sufficient to fuel two A-12 airplanes for simultaneous take-off. The second chilling system is sufficient to fuel two KC-135 tankers so that either one can off-load 70,000 lbs. of chilled fuel into the A-12 on the out-bound mission leg.

<sup>\*(</sup>Please refer to block diagram #2)

Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2 ENGINEERING STUDY 22-63 LOCKHEED-CALIFORNIA COMPANY CHANGE PROPOSAL X DATE 25 September 1964 AFFECTS: **WSPO PROJECT** PART NO. & MODEL OR TYPE PART OR LOWEST SUBASSEMBLY NAME OF MAJOR COMPONENT TITLE OF PROPOSAL: FUEL COOLER NATURE OF PROPOSAL: This ECP is for the Design, Development and Froduction of two (2) Fuel Coolers. The Cooler will be a Trailer mounted 25 ton, Freon, Refrigeration system. This is sufficient cooling capacity to lower the temperature of a 25,000 gallon fuel tank from 20°F to 15°F in a 24 hour period during the summer months when average air temperature is 100°F. Ref: Letter, C. L. Johnson to J. Parangosky, dated 5 October 1964. **REASON FOR PROPOSAL:** The cooler fuel temperature will alow the Article to carry approximately 2,000 pounds additional fuel and gain an increased heat sink capability. ESTIMATED COST AND TIME INVOLVED : ES ADDITIONAL FUNDING REQUIRED: Budgetary Target Price \$53,931 ESTIMATED COST FOR KITS OR PARTS: CP (See Page 2) ADDITIONAL FUNDING REQUIRED : ITEMS AFFECTED BY PROPOSAL: SAFETY MISSION EFFEC-TIVENESS PERFORM-ANCE OPERATING PROCEDURE INTER-CHANGE-ABILITY WEIGHT OR WEIGHT & BALANCE TOOLS & MAINTE-SERVICE FLIGHT SUPPORT LIFE NANCE MANUAL PROCEDURE EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD SOURCE OF PARTS FOR KIT WEEKS AFTER APPROVAL AVAILABILITY NOT APPLICABLE DISPOSITION OF SPARES AFFECTED NOT APPLICABLE STATINTL Approved Fat Release 2001/06/09 : CIA-RDP69B00279R0

**PROJECT** 

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KEDLOCK

SUBJECT: ECP LAC 22-62 SEAT & PARACHUTE REWORK

1. SUBJECT ECP HAS BEEN REVIEWED AND IS APPROVED. SEAT

MODIFICATION AND THE NEW SINGLE PARATIMER WILL BE COVERED UNDER

CONTRACT FT-21 PRESENT FUNDING AND THE NEW CATAPULTS AND DUAL

PARATIMERS UNDER CONTRACT CT-22 PRESENT FUNDING. SUBJECT ECP IS

NOT SPECIFIC AS TO WHAT COVERED IN SEAT MOD OTHER THAN NEW CATAPULT.

THE NEW VENT BRACKET AND VENT DISCONNECT SHOULD BE INCLUDED DURING

THIS MOD TURN-AROUND.

25X1A

2. CONTRACT NEGOTIATION SCHEDULED AT 12 & 13 NOV 64

FOR 24 NEW PARACHUTES. PROPOSED DELIVERY SCHEDULES OF THESE NEW

CHUTES WILL PROVIDE SUFFICIENT FOR COVERAGE WHILE THE NINE CHUTES

INVOLVED HERE ARE TURNED ARCUND. THE NINE CHUTE TURN AROUND COULD

BE HANDLED AS AN ADDITIONAL ITEM TO THIS CONTRACT. ACTUAL TURN

AROUND WOULD NOT BE SCHEDULED UNTIL APPROX MAR 65.

25X1A

ABOVE CHANGE CAUSED BY NEW HI ENERGY CATAPULT AND NON COMPATIBILITY WITH THE OLD CHUTE. THE NEW CATAPULT REQUIRES

SECRET

GROUP 1 EXCLUDED FROM AUTO-BATIO DEFINISATION AND OXELLASH PLATION

SECRET

25X1A

(IN 54552)

PAGE TWO

A C.G. SHIFT AFT WITH OLD CHUTE. BALLAST COULD BE USED TO SHIFT BUT SPACE LIMITATIONS WOULD MAKE THIS MARGINAL FROM A SAFETY STANDPOINT. TURN AROUND FOR THIS MOD WILL BE DELAYED TILL SPRING 65 WHEN OLD CATAPULTS DUE FOR TIME CHANGE.

25X1A

4. FOR PLEASE FURNISH SCHEDULE FOR TURN AROUND BASED ON OLD CATAPULT REPLACEMENT DATES APPROX SPRING 65.

END OF MESSAGE

SECRET

Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

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LOCKH	EED-CALIFO	rnia comi	PANY	1	NEERING S				LAC	22-62	
DATE	24 SEPTEMBI	ER 1964		AFFE	CTS:	w	SPO	K	PRO	DIECT [	]
1	of Major And Parachi		NT PAR	T OR LO	WEST SUBA	SSEMBL	Υ.	þ	'ART NO. &	MODEL (	OR TYPE
TITLE	OF PROPOSA	L: AF-J	le <b>seat</b> a	ND PARA	CHUTE RE	ORK P	ROGRA	M			
NATURE OF PROPOSAL:  1. Bring all AF-12 Seats back to LAC for Rework to accept the more powerful Catapult, developed under ECP 22-12-1, and other changes resulting from the Collins El Centro Test Program.											
2. Send all AF-12 Parachutes back to Firewel for Rework to the lighter, thinner versio developed under the Collins El Centro Test Program. The timers will be sent to LAC. LAC will scrap the timers saving all parts useable in the manufacture of the new timers											
	bove work v guration.										<b>st</b>
	ESTIMATED (	COST AND	TIME INVO	OLVED :							
ES	ADDITIONAL	FUNDING	REQUIRED	;							•
СP	ESTIMATED (			<b>CUT</b>	PAGE 2				d Program		
ITEMS	AFFECTED BY	PROPOSA	ı.:								
SAFETY	MISSION EFFEC- TIVENESS	PERFORM- ANCE	OPERATING PROCEDURE	INTER- CHANGE- ABILITY	WEIGHT OR WEIGHT & SALANCE	TOOLS SUPPOR EQUIPALE	7 1 1	MAINTE. NANCE OCEDURE	SERVICE LIFE	FLIGHT	MAINTE- NANCE MANUAL
EST. N	AN/HRS. REC	O'D. TO A	COMPLISH	CHANGE	IN FIELD					L	<u> </u>
SOURCE OF PARTS FOR KIT AVAILABILITY WEEKS AFTER APPROVAL SERVICE BULLETING TO BE WRITTEN											
DISPOSITION OF SPARES AFFECTED											
SPARES WILL BE REWORKED IN SO FAR AS POSSIBLE INITIATED BY: Approved For Polosso 2001/06/09 : CIA PDP69B00279B0001											
Approved For Release 2001/06/09 : CIA-RDP69B00279R0001											

first.

ECP 22-62 Page 2 of 2

#### COSTS:

Seat modification will be accomplished under Contract FT-21, Repair and Overhaul Section. Budgetary estimate is \$1,500 per Seat or \$9,000 total.

New Catapults for the seats are being provided under Contract CT-22, Call Section, FY '64 Purchase Request 385. Budgetary estimate is \$1,100 per Catapult or \$6,600 total.

The Parachute Rework will be accomplished by Firewel under their own Prime Contract.

The new Single Timer will be provided under Contract FT-21, Repair and Overhaul Section. Budgetary estimate is \$700 per Timer or \$6,300 total.

The new Dual Timers will be procured Under Contract CT-22, Call Section. Parts salvageable from old single timers will be used to every extent possible in reducing the price of these timers. Budgetary estimate is \$1,250 per Dual Timer, or \$11,250 total.

#### SECRET **OECART**

OXC-8489-65 Copy Sof 10

14 April 1965

MEMORANDUM FOR : Deputy for Field Activities/OSA

SUBJECT : Pre-cooled Fuel

Attached herewith is a memorandum on a Lockheed proposal to pre-cool fuel for the A-12 aircraft. As noted, it is recommended by D/TECH that this capability be developed in order to provide an additional potential increment of range. It is requested that the attached memorandum be reviewed with comments and recommendations submitted to D/TECH/OSA by 23 April.



25X1A

Attachment: CXC-8490-65

25X1A

ASD/OSA/ p (14 April 1965) · Distribution:

Cy 1 - D/TA/OSA

2 - D/TECE/GSA

3 - OEC/FA/CSA

4 - MD/084

5 - CD/GEA

647 - AND/OSA

8 - 76/08A

9 - chrono

10 - MB/OSA

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Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2

# SECRET

OXC-8490-65 Copy\_\_of\_/o

14 April 1966

MEMORANDUM FOR THE RECORD

SUBJECT : Pre-cooled Fuel

- l. Lockheed has submitted ECP 22-63 for the design, development and production of two Fuel Coelers. This coeler would have the capacity to lower the temperature of a 25,000 gallon fuel tank from 80° F to 15° F in 24 hours when the average air temperature is 100° F. Lockheed has estimated that the coeler fuel temperature will allow the A-12 to carry approximately 2000 pounds additional fuel. The cost of the two coelers is estimated to be \$53,931. The unit would be powered by 440 volt 3 phase current which could be supplied by either plugging into a 100 amp service plug or into an MA-1 Motor generator trailer. The coeling unit would be approximately 20 feet long and would be sized to be air lifted by a C-130. As indicated in the attachment II messages, this ECP does not provide for field tankage installation and costs.
- 2. The LAC estimate of +2000 pounds fuel is based on a fuel weight of 6.6 lbs./gal. at 15° F and upon on-loading approximately 68,500 pounds fuel. However, as noted in the technical attachment I, the fuel weight at 15° F is 6.55 pounds/gal. and 55,000-60,000 pounds are transferred. Consequently the increased fuel quantity is approximately 1350 pounds.
- 3. The ground rules for a refueling mission require that the tanker be at ARCP one hour before refueling. The minimum tanker flight time to the refueling point is approximately 1; hours based on mission planning of OAC/FA/OSA. Forty-five minutes are required to fuel a tanker based on Mb/OSA data and it is estimated that the aircraft would take-off approximately one hour after refueling. Therefore, the tanker data noted in the technical attachment I are valid and consequently, approximately 1350 pounds additional fuel can be on-loaded due to the temperature differential of 450 y to 80 y.

OXCART

#### ABCRET OXCLET

OXC-8490-65

4. The net increase in range due to the additional 1350 pounds fuel is +45 n.m. Although this is admittedly a small increase in overall range, it is attainable without any modifications to the besic aircraft. In order that this increased capability be provided, it is therefore recommended that ECP 22-63 be approved after it has been amended to increase the quantity to three fuel coolers. Since one cooler will cool sufficient fuel for approximately three tankers, the capability should be provided for a mission cancellation and a rescheduling within 24 hours or less, as well as one spare system. This obviously assumes that this increased capability is limited to the target leg of any mission. Purther, it is recommended that this system be tested in the tanker/A-12 combination by the DCM prior to any deployment.

25X1A



25X1A

Attachments: I and II

OXCART SECRET

#### EECHT OXCART

Att. I to QIC-8490-65

## TECHNICAL ATTACHMENT I

# Basic Date:

- A. Results of KC-135 data:
  - Fuel loaded in tanker at fuel temperature of 150 F exits refueling boos at 80 F after 43 hours.
  - 2. Fuel loaded in tanker at fuel temperature of 850 P exits refueling boom at 45° 7 after 41 hours.
- Weight of fuel on-loaded = 55,000 60,000 lbs.
- C. Minimum time from end of fueling B-52 to start of refueling - 34 hours.
- Fuel weight @ 60° F = 6.4 lbs./gal. D.
  - 2. Feel weight @ 150 7 6.86 lbs./gal.

  - Fael weight @ 45° F 6.44 lbs./gsl.
     Fael weight @ 8° F 6.59 lbs./gsl.

#### Calculations:

A. LAC assumes temperature reduction from 60° F - 15° F: For 55.000 1b. onload.

$$\Delta Feel = \frac{6.55}{6.4}$$
 (55,000) - 55,000 = 1200 lbs.

For 60,000 lb. caload,

$$\Delta$$
Feel =  $\frac{6.55}{6.4}$  (60,000) - 60,000 = 1400 lbs.

B. For actual variation of 450 F - 80 F: For 55,000 lbs. onload,

$$\triangle$$
 Fuel =  $\frac{6.59}{6.4}$  (55,000) -  $\frac{6.44}{6.4}$  (55,000) = 1300 lbs.

#### OXCART SECRET

# SECRET

Att. I to OXC-8490-65

For 80,000 lb. onload,

Fuel = 
$$\frac{6.59}{6.4}$$
 (60,000) -  $\frac{6.44}{6.4}$  (60,000) - 1400 lbs.

C. Range increment for + 1350 lbs. fuel:

25X1A

Basic data as follows used as base reference:

W = 119,700 Puel = 67,500 Reserve = 7500

Range = 2035 n.m. (less climb and descent)

W + 1350 - 121,050 Fuel - 68,850 Remerve - 7,500 Range - 2060 n.m. AR - 45 m.m.

> GECART SECRET

DATE 2327Z 22 MAR 65 T O P S E C R E T 2 OXC-8490-65  TO: DIRECTOR  FROM:  ACTION:  INFO:  TOR: 2332Z 22 MAR 65 T O P S E C R E T 2 OXC-8490-65  TO P S E C R E T 2 OXC-8490-65  ACTION:  ROUTING INT 8 OX OXC-8490-65  TOR: 2332Z 22 MAR 65 OSA 1-15 M. IN 78058	5-63 ED	- Revii - I Dittons		CL	ASSIFIE	D MES	SAGE			
FROM:  ROUTING INT  ROUTING INT  PRIORITY  ACTION:  OF THE TABLES OF THE	DATE	23272 22	MAR 65	T	0 P	S E C	REI	3 1	Att	C-8490-65
	FROM: ACTION: INFO:		MAR 65	1   2   3   4		INT	Q7 OSA	de on h	PRIORI	14 15 16 17

WE WILL BE UNABLE TO OBTAIN A TITAN II FUEL TRUCK, THEREFORE IT WILL BE NECESSARY TO BUY AND INSTALL AN ALUMINUM TANK FOR THE PRE-COOLED FUEL TEST. TANK AND INSTALLATION COSTS WILL BE APPROXIMATELY 10,000 DOLLARS PLUS THE 53,000 DOLLARS FOR ECP 22-63. IF YOU THINK THE SMALL RANGE INCREASE WHICH MAY BE OBTAINED BY USING PRE-COOLED FUEL IS WORTH THE COST, FLEASE INFORM US SO THAT WE CAN TAKE ACTION TO OBTAIN THE ALUMINUM TANK.

END OF MESSAGE

TOPSECRET

T PUG 56 BHIGARSINA GEGLANG BHIGARSINA GELAN HOTASINISALISA GAA

DATE	2311Z 17 MAR 65	TOP SECRET	Att. II OXC-8490	
25X1A FROM		Ruppe	4	The effective and the entire of the entire o
INFO	· Sod,	3 J	PRIORITY	
25XTA T <b>0</b> 25X1A	TOR: 0003Z 18 MAR 65 PRIORITY IN OXCART	FO FO	спе	77365 25X1/

25X1A

REF:

- 1. WE THINK PRE-COOLED FUEL (SPECIFIC WEIGHT 6.6 POUNDS PER GALLON) MAY INCREASE RANGE APPROXIMATELY 600 NAUTICAL MILES RATHER THAN 100 TO 120 AS INDICATED IN YOUR MESSAGE. OUR FIGURE IS BASED ON CARRYING THE ADDITIONAL 2,000 POUNDS OF FUEL FROM TAKEOFF TO END OF NORMAL CRUISE, RATHER THAN ADDING THE FUEL INCREASE AT THE END OF NORMAL CRUISE. WE THINK YOUR FIGURES MAY REPRESENT THE LATTER SITUATION. ADDITIONALLY, WE DO NOT KNOW HOW MUCH THE 2,000 POUND WEIGHT INCREASE WILL DEGRADE TRANSONIC ACCELERATION AND THEREBY THE EFFECTIVE RANGE INCREASE ATTRIBUTABLE TO PRE-COOLED FUEL. SINCE THE RANGE INCREASE WILL BE SMALL NO MATTER WHOSE FIGURES ARE USED, IT WILL BE NECESSARY TO PRE-COOL KC-135 TANKER OFF-LOAD FUEL IF THIS PROGRAM IS TO HAVE ANY OPERATIONAL SIGNIFICANCE.
- 2. WE AGREE THAT LAC'S PROPOSAL FOR PRE-COOLING FUEL (ECP 22-63) IS SATISFACTORY; HOWEVER, WE DO NOT WANT TO USE OUR UNDERGROUND STORAGE TANKS AS THEY SUGGEST. THIS PARTICULAR AREA IS NOW USED

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TOP SECRET

25X1A

(IN 77365) PAGE TWO

FOR AIRCRAFT ENGINE CHECKOUTS AND IS OVER A MILE FROM OUR HANGAR.

WE ARE DETERMINING AVAILABILITY OF 15,000 GALLON TANKER TRAILER

VEHICLES USED TO FUEL TITAN II MISSILES. THESE VEHICLES WOULD

BE IDEALLY SUITED FOR OUR TEST SINCE THEY ARE INSULATED AND HAVE A

NITROGEN PURGE SYSTEM. IF WE CANNOT OBTAIN THESE VEHICLES, WE WILL

BUILD A SMALL STORAGE TANK (APPROX 20,000 GAL) ADJACENT TO OUR HANGARS.

WE RECOMMEND THAT YOU HAVE LAC PROCEED WITH CONSTRUCTION OF THE FUEL

COOLER (ECP 22-63) AND WE WILL CONNECT THESE UNITS TO OUR VEHICLE/

STORAGE TANK. WE RECOMMEND THAT LAC CONSTRUCT THE FUEL COOLERS SINCE

THEIR PRICE ESTIMATE IS LESS THAN OURS IF WE WERE TO CONSTRUCT THEM

25X1A

J. WE RECOMMEND THAT YOU CHECK WITH USAF AND DETERMINE WHETHER

FUEL TEMPERATURE INFORMATION IS AVAILABLE FOR KC-135 BODY TANKS. THIS

FUEL MUST REMAIN COLD UP TO OFF LOAD TIME IF WE ARE TO DERIVE ANY

BENEFIT FROM THIS PROGRAM. A SECOND APPROACH TO THE TANKER PROBLEM

COULD BE TO RE-EXAMINE USE OF KC-135 WING TANK FUEL FOR OFF-LOAD.

IN ANY EVENT, WE WOULD WANT TO CONDUCT KC-135 TESTS HERE TO DETERMINE

FUEL TEMPERATURE AT OFF LOAD TIME. THE MINIMUM TIME BETWEEN KC-135

PF-1 FUEL GROUND SERVICING TO OFF LOAD TIME VARIED BETWEEN ONE AND

ONE HALF HOURS TO FOUR AND ONE HALF HOURS FOR THE SKYLARK OPERATION.

WE THINK THESE TIME ESTIMATES ARE REASONABLE FOR ANY FORESEEABLE

OPERATIONAL COMMITMENT, THEREFORE THE FUEL MUST REMAIN COLD UP TO

FOUR AND ONE HALF HOURS.

TOP S E C R E T
Approved For Release 2001/06/09 : CIA-RDP69B00279R000100110001-2

TOP SECRET

25X1A

25X1A

(IN 77365) PAGE THREE

- 4. REFERENCE QUESTIONS IN PARAGRAPH 2 OF YOUR MESSAGE:
  - A. USE LAC CONSTRUCTED FUEL COOLERS ATTACHED TO OUR VEHICLE OR TANK TO PRE-COOL FUEL.
  - B. PRE-COOLED FUEL WOULD BE REQUIRED AT A-12 AND TANKER LOCATIONS AND IN SUFFICIENT QUANTITY TO SERVICE ALL AIRCRAFT IMMEDIATELY PRIOR TO FLIGHT.
  - C. LAC ECP 22-53 COST ESTIMATE IS 53,931 DOLLARS AND A 20,000 GALLON STORAGE TANK IS 10,000 DOLLARS. THE 10,000 DOLLAR EXPENDITURE WILL NOT BE NECESSARY IF WE ARE SUCCESSFUL IN OBTAINING THE TITAL II FUEL SERVICING VEHICLES.
- 5. LAC ESTIMATED 3 MONTHS FOR CONSTRUCTION OF THE FUEL COOLERS.

  25X1A THIS IS SUFFICIENT TIME FOR US TO SET UP A STORAGE TANK

  END OF MESSAGE

TOP SECRET

25X1A WRIGH WRITH EXT II DATE	ASU-OSA SOSS 2 WARCH 19	ne.j	01/06/09 GIARDP69B00279	1 ASO COSA 2 ASD OSA 3 D/S WOW COSA 4 AD COSA	10 82 VA
n) -	DIRECTOR	25X1A	COUTING INT	5 SS/CSA 6 MD/OSA 7 OYC/OSA 8 D/FA/OSA	Att. II to OXC-8490-65
CONF	ar a ser in a			DEFERRED	PRIORITY IMPIALS OPERATIONAL INITIALS
INFO :				X ROUTINE	IMMEDIATE
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25X1A	8	INF	÷0	CITE	
25X1A 25X1A	oncary/ For		25X1A .		25X1A

- AT 15 JANUARY SUPPLIERS MEETING SUBJECT DISCUSSED OF PRE-COOLING A-12 FUEL TO PLUS FIFTEEN DEGREES FARENHALOT IN ORDER TO INCREASE SPECIFIC WEIGHT FROM 6.4 POUNDS PER GALLON TO 6.6 CURRENT ESTIMATES INDICATE THIS WOULD INCREASE POUNDS PER GALLON. RANGE FROM 100 TO 120 NAUTICAL MILES.
- REQUEST YOUR INVESTIGATION AND COMMENTS AS TO BEST 2. Frasible scheme for pre-cooling A-12 fuel in order to take THIS SHOULD INCLUDE HOW advantage of above range improvement. 25X1A IT SHOULD BE DONE; WHERE IT SHOULD BE DONE., E.G., LOADING A-12?; AT TANKER BASE PRIOR LOADING TANKER?; STAGING FOR PARKER AND A-127; HARDWARE LEAD TIMES AND COST INVOLVED FOR CAPABILITY TARGETED FOR MID-SUMMER.

END OF MESSAGE 25X1A COORDINATING OFFICERS ASD/OSA SECRET RELEASING OFFICER

LOCKI	Approved For Release 2	ENGINEERI	DP69B0027 NG STUDY PROPOSAL	79R000100	<b>110001-2</b>	-41			
DATE	3 Januar <b>y 1</b> 965	AFFECTS:	\	wspo 🔀	PROJ	ECT 🔯			
NAME	OF MAJOR COMPONENT	PART OR LOWEST	SUBASSEME	BLY	PART NO. &	MODEL OR	TYPE		
TITLE C	of proposal: Stall Wari	ning system							
NATURE OF PROPOSAL: This ECP provides engineering design and the manufacture of kits for a Stall Warning System to be used on all A-12 and AF-12 Articles (S/N 121, 122, 124-132, 134, 135, 1001-1003).									
The transducer (stall warning) is located in the cockpit on S/N 121 and 124; the other A-12's have the transducer installed in the nose. The AF-12's will have the transducer installed in the front cockpit. Both A-12 and AF-12 installations provide a steady audible tone to alert the pilot to a stall condition (this ties into the existing pulsating tone system which warns the pilot of landing-gear-not-down condition). In addition to the audible tone, the A-12's have a red light mounted on the panic panel to indicate a stall condition.									
This tion	on FOR PROPOSAL: system provides a pos which could lead to a been discussed many ti re proceeding with this	irplane stall. mes with Headqu	The need	for a so	lution to the	attack co nis probl	ndi- em		
	ESTIMATED COST AND TIM	E INVOLVED :							
ES									
СP	ESTIMATED COST FOR KITS ADDITIONAL FUNDING REG		ce <b>i</b> l	et Price ing Price of Rel Total P	Program Cost Cogram Costs	\$54, 59, s \$103	494 943 297 240		
ITEMS	AFFECTED BY PROPOSAL :								
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EST	MAN/HRS. REQ'D. TO ACCO	MPLISH CHANGE IN			VALLENCE AE				
						TED ADDOL'Y	<u></u>		
SOUR	RCE OF PARTS FOR KIT VICE BULLETINS 223, 221	4, & 612	AVAILAB	ILITY	WEEKS AT	TER APPRO	VAL		
SOUR SER		ED .							

PAGE 1 OF

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LOCKHEED -CALIFORNIA COMPAN	001/06/09 CIA-RD ENGINEERII CHANGE P	NG STUDY	R.S	C 22-5	54
DATE 14 January 1965	AFFECTS:	WSPO		PROJECT	
IAME OF MAJOR COMPONENT	PART OR LOWEST	SUBASSEMBLY	PART	NO. & MOD	DEL OR TYPE
TITLE OF PROPOSAL : MODIFICAT	TIONS TO 121, 12	2 AND 131 FOR	TYPE I CA	MERA INST	ALLATION
NATURE OF PROPOSAL: This ECP provides for engir service bulletin kits for 8 The kit will supply parts i environment for the cameras Installation of kits is not We are proceeding with this	S/N 121, 122 and for the Q-Bay in s. t a part of this	. 131 to accept ner can which	the lype	S T (Ginera	vide •
remaining parts required t	o comply with the	ne request.			es all
We request that you recons present configuration does revise this ECP to reduce	ider outfitting	S/N 121 with	this capa y the cam	ETOO !!C	nce its
	ider outfitting not make it fee scope and cost	S/N 121 with	this capa y the cam	ETOO !!C	nce its
present configuration does revise this ECP to reduce	ider outfitting not make it fee scope and cost :	S/N 121 with asible to carr	this capa y the cam with our	ETOO !!C	nce its will
present configuration does revise this ECP to reduce	ider outfitting not make it fer scope and cost :  E INVOLVED : QUIRED : See Page	S/N 121 with asible to carr if you concur  Target Pr	this capa y the cam with our lice	suggestion	nce its will
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NAME OF MAJOR COMPONENT PART OR LOWEST SUBASSEMBLY PART NO. & MODEL OR TO THE OF PROPOSAL: MODIFICATIONS TO ADP PROTOTYPE INLET CONTROL SYSTEM  NATURE OF PROPOSAL: MODIFICATIONS TO ADP PROTOTYPE INLET CONTROL SYSTEM  NATURE OF PROPOSAL: MODIFICATIONS TO ADP PROTOTYPE INLET CONTROL SYSTEM  NATURE OF PROPOSAL: This ECP is for the design, development and manufacture of components required to incorporate inlet control modification on 5/3's 129, 130, and 131. These modifications consist of circuitry and sensor'changes to the pressure ratio transducer and more reliable mach sensors (R-12 production type). Those sensors will require 30% less callibration time (200 hours reduced to 40 hours) once a year, instead of the monthly calibration currently required.  We are making further changes to the pressure ratio transducer sensors due to move ment of the sensing point closer to the engine. This change is being made on one shifty only. If this change in the sensing point improves our capability of detect.  MEXAMONEDEMENDEDEASEDEX shock expulsion substantially, we will propose further ship  REASON FOR PROPOSAL:  To improve the response of the ADP Prototype Inlet Control System to rapid rates of change in the angle of attack. This improvement will reduce the possibility of incurring unstart conditions, and to reduce maintenance and calibration time.  We are proceeding with this job.  ESTIMATED COST AND TIME INVOLVED:  ADDITIONAL FUNDING REQUIRED:  Target Price  Celling Price  Set of Price  Celling Price  Set of Price  ADDITIONAL FUNDING REQUIRED:  ESTIMATED COST FOR KITS OR PARTS:  CP  ADDITIONAL FUNDING REQUIRED:  ESTIMATED COST FOR KITS OR PARTS:  CELLING PRICE  Set of Price  Set of Price  Set of Price  WHEN WHEN PRICE  MANNE SERVICE  MANNE S						NEERING ST	,		I, A C	22 <b>-</b> 51		
NATURE OF PROPOSAL: MODIFICATIONS TO ADP PROTOTYPE INLET CONTROL SYSTEM  NATURE OF PROPOSAL:  This ECP is for the design, development and manufacture of components required to incorporate inlet control modification on 9/1's 129, 130, and 131. These modifications consist of circuitry and sensor changes to the pressure ratio transducer and the computer to improve the inlet control system's ability to regulate spike and forward by-pass door positions. The changes include new, more accurate and more reliable mach sensors (R-12 production type). These sensors will require 30% less calibration time (200 hours reduced to 40 hours) once a year, instead of the monthly calibration currently required.  We are making further changes to the pressure ratio transducer sensors due to move ment of the sensing point closer to the engine. This change is being made on one ship only. If this change in the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensing point improves our capability of detect pressure for the sensor for the sensor for the sensor for improves our capability of detect pressure for the sensor	DATE	15 January	1965		AFFE	ст <b>s</b> :	WSP	° 🗌	PF	ROJECT	XX	
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NATURE	OF PROPOSAL:				** <del>** * * * * *****</del>	<del></del>	
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### Approved For Release 2001/06/09 : CIA-RDP69B00279R000100140001-2 \*\*\*

December 2, 1964

To:

Leo Geary

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Contracting Officer -

In response to your request for a price proposal for (1) Command Transmitter Systems for the JC-130 B airplanes and (2) for Recovery Parachute Systems, we submit the following:

It should be kept in mind that there are some unknowns related to these systems and we would propose to firm these prices up as soon as these unknowns can be determined.

Command Transmitter Systems - JC-130 B's

A. Prototype Kit

\$7,000

This includes design, tooling, fabrication, assembly and installation of one kit in a JC-130 B at Edwards.

Note: The equipment costs are included in Item C below.

B. Provide 9 each Kits

\$14,000

This includes in-plant fabrication and assembly.

Note: Installation of these kits to be performed by the customer.

C. 10 Sets of Transmitters, Amplifiers, Coax Switches, Cabling, etc.

\$40,000

This includes the cost of qualification tests by the supplier. It is possible that these tests may not be necessary; therefore, the price would be reduced accordingly.

D. Provide 5 Sets (50% Spares) for Item C above.

Total Estimated Price

E. Schedule: Approximately two weeks time span is required for us to tool for, mock-up, fabricate and assemble the prototype kit. We will require five days to install this prototype kit in a C-130 at Edwards.

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E. Schedule: (Cont'd)

It will require ninety days to obtain the transmitters and amplifiers; however, there is a spare transmitter and amplifier available which could be used for the prototype installation.

#### II Recovery Parachute Systems

STATINTL

- A. Procure 50 Parachutes, including reef cutters
- B. Provide 10 Test Hatches

This includes tooling, fabrication, assembly and packaging.

Total

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Note: The above does not include AGE to handle the hatches. We assume that this is available.

C. Schedule: As of 10-21-64 we authorized our vendor to obtain long lead time material and parts for 50 parachutes and reef cutters. They will require approximately 30 days after go ahead to furnish the first chute and can deliver 2/week thereafter.

We can provide the first hatches in 90 days.

Sincerely,



STATINTL

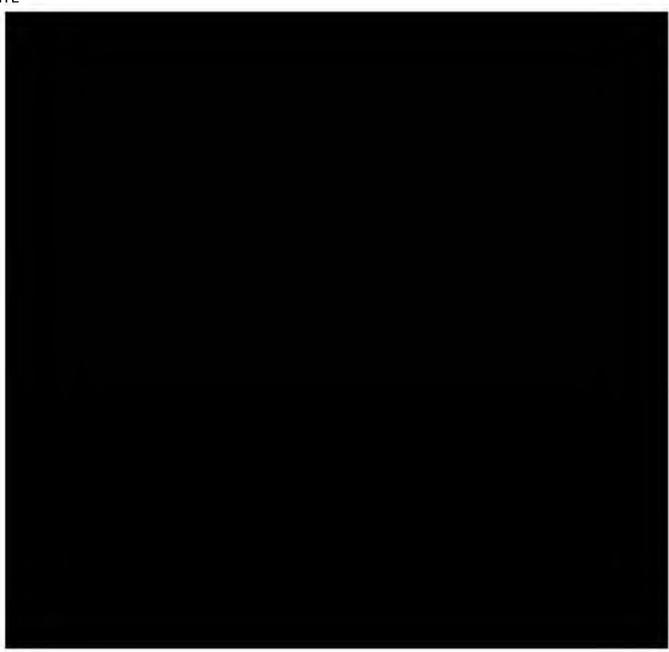
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DATE 20 November 1964	AFFE	CTS:	WSI	» []	PRO	DJECT [	<u>x</u> ]		
NAME OF MAJOR COMPONENT	PART OR LO	WEST SUBA	SSEMBLY		PART NO. &	MODEL	OR TYPE		
TITLE OF PROPOSAL: REPLACE A	PX-46 IFF WI	ITH WILCO	( 914 <b>-</b> X	AND IN	ISTALL NEW	CONTROL	UNIT		
NATURE OF PROPOSAL:								]	
A. Replace AFX-46 IFF with Wilcox 914-X in all A-12 aircraft being retrofitted with ADP inlet control (ECP 22-48). This includes the non-recurring Engineering and Tooling, and installation into the aircraft.									
B. Replace IFF control units in all A-12 aircraft. This includes all design, development, fabrication and installation required to outfit all A-12 aircraft.									
We are proceeding with this ECP based upon approval of ECP 22-48. Present airplane work being accomplished is based upon all ships, but procurement of IFF has been issued for 6 ships only to correspond with present authority on ECP 22-48.  Opprovid  ATIN									
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REASON FOR PROPOSAL:					2-1	}		7	
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<ul><li>2. There is a smaller are ized version of the Wilderson, the Wilderson to the Wilde</li></ul>	dilcox 914-X	C. Lighter, h	as a lo	ower re	curring co	st and f			
B. 1. The present control of slightly behind the plate the transponder	consists of	two (2) pressure	anels :	Located ne can,	on the le	ft hand iculty.	manipu-		
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APPROVED: APPROVED: LAC Approved For Release 2001/06/09 : CIA-RDP69B00279R008480440001-2									

PAGE 1 OF 2.

- B. 1. (Continued)
  The Pilot cannot adequately see the Coder Control to change codes in flight (required under emergency conditions).
  - 2. The new control panel incorporates all the necessary operating functions in a single unit. All codes can be set during pre-flight checkout and an emergency bar is provided so that the FAA Emergency Code is generated by actuating a switch. We have demonstrated our Engineering Model to the pilots and they have expressed their satisfaction.

STATINTL



# Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2

#### IFF TECHNICAL CHARACTERISTICS COMPARISON

		APX-46	Wilcox 914-X
1.	Form Factor	Exhibit WCIN 58-18	1/2 ATR (Short)
2.	Weight	25 lbs.	14 lbs.
3•	Power Requirements	70 watts 115 VAC 8 watts 275 VDC	45 watts @ 27.5 VDC
4.	Cooling	Convection and External Forced Air	Convection and External Forced Air
5.	Shock and Vibration	MIL-T-5422	MIL-T-5422
6.	Altitude	100,000 ft.	100,000 ft.
7.	Humidity	MIL-T-5422	MIL-T-5422
8.	Ambient Temperature	MIL-T-5400 Class I	MIL-T-5400 Class I
9•	R.F. Interference	MIL-I-26600	MIL-I-6181
10.	Receiver Frequency	1018.0 to 1042.0	1015.0 to 1055.0
11.	Receiver Frequency Control	Quartz Crystal	Quartz Crystal
12.	Receiver Bandwidth 3 db 6 db 40 db 60 db	Not Specified 7 mc min., 9 mc max. Not more than 28 mc Not more than 50 mc	6 mc minimum 7 mc min., 9 mc max. Not more than 28 mc Not more than 50 mc
.13.	Receiver Spurious	Greater than 35 db	Greater than 60 db
14.	Receiver Sensitivity	-75 dbm	-78 dbm
15.	High-Low Sensitivity Control	15 db range	40 db range
16.	Interrogation Modes	4 - Mode 1, Mode 2, Mode 3, Mode 4	5 - Mode 1, Mode 2, Mode 3, Mode 4, and Mode C
17.	Reply Codes  Mode 1  Mode 2  Mode 3  Mode 4  Mode C	32 4096 64 Provided No provision	4096 4096 4096 Provided 4096

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		APX-46	Wilcox 914-X
18.	Reply Capability	1% Duty Factor	1% Duty Factor
19.	Transmitter	Tuned Cavity Resonator	Tuned Cavity Resonator
20.	Transmitter Frequency	1080 to 1100 mc	1078 to 1105 mc
	vswr	Unknown	(a) Frequency change of less than 0.5 mc with 5:1 VSWR on transmission
	Duty Factor	Unknown	(b) Frequency change of less than 1.2 mc from 0.1% duty factor to 1% duty factor
21.	Self Test	Provided	Provided
22.	Number of Transistors	120 (Non-Military approved)	80 (MIL approved)
23.	Number of Vacuum Tubes	14	1 .
24.	Transmitter MTBF	300 hrs.	1000 hrs.
25.	Crystal Mixer Diode MTBF	300 hrs.	Indefinite - 1500 hrs.
26.	Side Lobe Suppression	10 db Grey Area	<b>6-</b> 9 db Grey Area
27.	Construction	Modular	Modular Cards

CDB:bjr 9-10-64

LOCKHEED-CALIFORE			ENGIN	EERING S	TUDY	<u> </u>	- 1			22-6	SG	
DATE 27 October 3	1964		AFFEC	rs:	W:	SPO	X)		PROJ	JECT		
NAME OF MAJOR CO	OMPONENT	PART	OR LOW	EST SUBA	SSEMBL	Y	P	ART N	Ю. &	MODE	LOR	TYPE
TITLE OF PROPOSAL	: ALTERNA	UE SIE	CERTING 8	ystem f	OR AF-	12 <b>'</b> s						
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				CHANGE P	ROPOSAL	[X7]		T 179 AV 18			
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TITLE	OF PROPOSAL :	FUEL QUA	NTITY M	MODIFICATION	TO FIVE	E KC-1	35's	<del></del>	<del></del>	·	<del></del>
NATU	JRE OF PROPOSAL	. :	-		<del></del>				···	····	
the t	ECP provides l three tanks red previously sup	quired of	a five	(5) addition	onal KC-J	quant 135's.	ity n The	easuring kit wi	g syste: ll be l	m for ike	r I
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REASO	ON FOR PROPOSA	AL:							<del></del>		<del> </del>
# 1 M	<b>&gt;</b>										
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	irement establi	-									
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Refer ECP w	r also to TWX's	s as foll		. We wil	l start	upon n	otif	ication	of tech	STA	TINTL 3 STAT
Refer ECP wapprov	ralso to TWX's ras requested byval.	s as folloy TWX	Lows:		l start	upon n	otif	ication	of tech	STA	TINTL 3 STAT
Refer ECP w	ralso to TWX's ras requested byval.	s as follow TWX	Lows:	LVED :	l start	upon n	otif	ication	of tech	STA	TINTL 3 STAT
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ARC 50 SPARES AND AGE PROVISIONING SUMMARY

## GENERAL NOTES:

- 1. Systems To Be Supported
  - a. KC-135 (AY)

(1) 21 Tanker Aircraft

(2) 1 Test Set MRL

(3) 1 GRD Station Beale

b. A-12 (BY)

12

23

(1) 11 A-12 Aircraft

(2) 1 Test Set MRL

c. R-12 (BX)

31

(1) 6 R-12 Aircraft (HT 3664) (2) 25 R-12 Aircraft (HA 3666)

d. Ground Station (GY)

\_

- 2. KC-135 Spares Quantities Based On:
  - a. All original equipment has been modified to the AY configuration
  - b. Five sets of ARC-23 being modified to AY coeffiguration for use as parces. This loaves five addition of ARC-23 to be modified to AY configuration for additional tanker in tallations.
- 3. A-12 Spares Quantities Based On:
  - a. All original equipment has been modified to BY configuration
- 4. R-12 Spares Quantities Reflect HT 3664 Procurement
- 5. The decision to conduct field maintenance at Beale to the modular level of parts replacement requires a re-review of AGE design and quantities. Therefore, a recap of AGE requirements is included in the attached summary.
- This revision reflects provisioning for support of the ARC 50 systems thru Contract HA 3666 as determined at a provisioning conference with the SPO and PSO held at ADP facilities on Januaryl 18-19, 1965. The Listas published herein, differs from the entries made at the provisioning conference to the extent that the items described as 'Kit-Ground Station AGE' and 'Kit-Ground Station Spares' have been dropped from the list, with the equivalent assets being shown for the individual component line items

  Issued January 18, 1965

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. * *	) .					* >					-	*											
PART NO.	DESCRIPTION		KC	R			A VAI	L		ART							-						
708660-861, 802	Transceiver			<u>~</u>	<u>GS</u>	<u>A</u>	SPARE	<u>s s</u>	AR G	TY	от 1	T 1	Bw1	D									
714218-802	Chassis		x				11 `	F		1		<b>*</b>	5 W 1	BW3	BW	74 B	W 5	BW6	MRL	GS	MTU	TOTAL	TO BE
714295-801	Oscillator		×				4	D		1	2	6-				1	11			_		TOTAL	PROCURED
714221-801, 802	Receiver		<b>x</b> 1.	×	x	×	4	D	_	1	2 1	in the second					4					11	0
214222-801, 802	Programmer		×	×	x	×	4	Ds		1	2		4	4	2	٠,,	2	- :	4. 1			. 4	0
714223-801	Generator		ĸ	×	<b>x</b> .	×	4	DS	1.	1	2		4	4	2		2	4	1.51	4		16	12
714224-801, 802	Modem			×	x	×,	. 4 .	DS		1	2		4	4	2	) (1) (2) (4)	2		A Paris	de a		16	12
714016-801	Power Supply	20		×	×		4	DS	24 / 1	1	2		4	4	2		2	1	13		ACA Jak	16	12
714220-801	Module-Range	_ x			×	. 4.	4	DS	142	1	2		. 2	1	2	And a	2		S	4		16	12
The state of the s	Y O A. VO de	· x		×	× .	×	- 4	DS	V. 1	1	2000 A	ST.	1 14	A. The		1	J. Carry		Na.	4	1	10	16
708661-801, 802	Transceiver		٠.	3 1	11.76		- 40g - 12	7.5					34.5%	4	. 2	1 2	, in	120.00	<b>对达得我</b>	4	184		3 /
714219-801, 802	Chassis			× .	1 200	<b>X</b> (0.20)	3. 16 · · ·	FS	-	1996	3 1			272		- 11			3		1,20	16	12 .
714008-801	Power Supply			ĸ		×	12	DS		ار مراجع	2. 6	A Cont		4	2	4	1 1-	1		1	. 1	10000	
The state of the s			•	•		x	. E	DS	1	A STATE OF THE PARTY OF THE PAR	2 6	4 1 4 4	2	•	_				State of the	- C-5-35-35	- L	2	where O have the same
714001-801, 802 714002-801	Transceiver				× ';			ngir a	15 62 Ser 1	72 30 4			៊ីខា	۷	2	2		1000	3.5		A STATE OF		2
114002-801	Chassis				r x		200	FS	. 1	177	3 6	2										in the same of	8
708 796 - 801					•		€ ?.	DS-	1	1	2 6	4.77								4		4	4.5
713953-801, 802	Translator	x					**													~		0 17 4	4
713950-801, 802	Power Supply	x	x	2	. ,		11 4	FS	- 1	3	8		3			8						100	- 3
713961-801, 802	Oscillator	×	×	24				DS	1	2	8	. 2	2	4	2	6						11	
713954-801, 802	Synthesizer	×	×	30	<u> </u>		4	DS	1	4	1000	10	)	4	2	20			4			18	14
713955-801	Multiplier	×	×	x	x		4	DS	1	2	8	6	,	4	2	3			4			40	36
713956-801,802	Transmitter	×		×	x		•	DS	1	2	8	6		4	2	12			4			19 1	15
713952-801, 802	Recvr-Main	×	×	×	x		4	DS	REI		F !								4			28	24
713951-801, 802	Converter	x	x	ж	×		4	DS	1	2	8	6		4	2	12							
713957-801, 802	Recvr-Guard Modem	x	x	×	×		4	DS	1	2	8	6	4	1	2	12			4			28	24
713921-801	Chassis	x	x	×	x		4	DS		2	8	6	4	ŧ	2	6			4			28	24
	CHASSIS	x					4	DS	1	2	8 U	6	4	ŀ	2	12			4			22	18
709080-801	Translator								1	2	8					4			4			28	24
714850-801	Transmitte		x		×		16	FS	1	3									,			4	0
713922-801, 802	Chassis	×	×	x	x			DS	1	2		4	4	2	2	5	1		,				
			×		x			ne		2		6.	4	2		12			4			16	0
713955-801 replace or overhaul.	d by 714850-801 _ A11								•	-		1	1	1		1			-			28	24
or overhaul	, All	exis	ting 7	1395	5-801	to be	modifica		_		A 10 1		13									4	4

<sup>713955-801</sup> replaced by 714850-301 - All existing 713955-801 to be modified at MRL when returned for repair or overhaul.

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F		DESCRIPTION	APPLI KC I	CATE	A	AVAIL SPARES	A	RT TY	TL	T		V3 BW	ENDEL		MRL G	s <u>mtu</u>	<u>10</u>	TAL	ro be Procu	RED
	PART NO.			×			FS 🗟		8	70.0	100	9			- 4			4	.4.	
	713965-804	Translator		x			DS	1	2 8	Se Salar	1.80		1					5	1	
	713966-803	Chassis		×		4	DS	1	2 8		1	w i	100		. 4	ŧ			1	
	71 399 7 - 801	Relay		×		4	DS	1	2 8	3	1		. :-		. 4	<u> </u>		, 9	•	
	713996-801	Relay		×	x	•		EF .	•										4	
<b>*</b>	708824-801, 802	Translator				11	FS	1	3 6	5	3		8					11	4	
	708800-801	Amplifier	x			4	DS	1 4	2 6	5			4					4	4	
	713960~801	Chassis	x			*		1	2 6	5						4		4	9	
	713958-801	Power Supply	x	×		4	DS	1	2 6	5			100			4		4	9	
	713959-801	Amplifier	x	×		4	DS		2 6	5			JA 571 1			4		(4	9	
	708850-801	Control	×	x		4	פע		-								14	3	د .	
(							70			٠ ،			20,00		D + + -		P. Car	4	.9	
	713963-80%	Amplifier		×	:		FS		3	6								0	g	
	713964-802	Chassis		ж			DS	- 1	-	4	S., .		* 2	6-16	¥ -	4	CHERT CALL	4	9	110
	713992-802	Relay		28		4	DS [	37.		4				10		4	1	4	9	1 4
	713993-801	Relay		3	:,	4	DS		2	4				- 43	17.0	4	* 数层	<b>4</b>		
	713994-801	Relay		2	×	4	DS.		2		10				A Free Land	4 :	7	- 24		in the
	713995-801	Relay		2	٠.	4	DS		2	0					A 2931		1000		rate and	The same
	(13973-001 )	,			fit:		, w		10	. 400 Kg	16.4	-		1		4	18 18 18 18 18 18 18 18 18 18 18 18 18 1	_5	3	5
	714004-801	Control-GRD. Sta.			c Property		FS	1	3	6					riga e e di	1 (1)	ide la	7 20 A		4
	714005-801	Chassis		,	\$		DS		2	6		20 1 1 1 Car	6-11	a 3		4	2 W.	5	14	
	714686-801	Amplifier		3	Z 4 4	. 4	##FS	-	1	. 推进	Dec Street	2	Control of	29. 1 1/2.	1.	4	CALLES AND A	25	195	1
$\mathbf{C}$	- X > -	Selector		,	K	4	DS	1	2	6	No.	. Us . F.	Extra No.	ign of		_	04		7	Ve ato
1		Berecor		٠.	3 T P P		A Section of	1	34.1	- 44	The second	1	dening o	- *	riche in Sta	4			Ÿ	A LAN
	menda untid				·	5.	1		440			A Section	F34.45	an d		·		15	Star .	9
	708823-801,802	Panel-Transcvr.	×		* .	15	DS		2	6	13					. 73 s	1	16		ø
	708827-801, 802	Panel-Transcur.		×	x	16	DS -	1	1	6	4	4	3	3 .				20	1	<u>.</u>
	708662-801	Control-Transcvr.	x		x x	13	DS	1	2	6	4 .	4		3		*		13	-	7
	708663-801	Control-Transcvr.		x		6	DS	2	2	6	4		2	4	2		1	17		
	708664-801	Indicator-Range	x		x x	17	DS	1	. 2	6	2	3		8		4		17		•

<sup>\*\*</sup> Superceded by 709080-801

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•	PART NO.	DESCRIPTION	ĶĊ	R	GS A	AVAIL SPARES		ART OTY OT	LT I	BWL BW	3 BW4	BW5	BW6 MRL	GS MTU	TOTAL 1	TO BE PROCURED	- Ada
	708665-801	Indicator-Range		x		6	DS 1	N.C.	6	2	4.	6	1.50	1	14	8	
	708821-801	Panel-Translator	x			15	DS 1		8	3		12			ÍŠ	6	
	708825-801	Panel-Translator		×	x	16	DS 1		8	4 4	2	4	1	1	16.	ø	
	708797-801	Control-Translator	×			11	DS 1	1/2	8	2		9.			. <b>n</b>	ø	
	708946-801	Control-Translator		×	y - 67*	6	DS 2	42	8	4	4	4	2	1	15	9	
ţ	708829-801	Control-Translator			x x	2	DS 1	2	8	1 4		4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4	9.	7	
	708831-801	Panel-AMP Cooler	x			15	DS 1			3		12			15	. <b>.</b>	
	708977-801	Indicator-Frequ.		×	5	6	DS 2	1	8	3	2	4	2		12	6	
	708822-801	Mount-Transcer.	×		E Common of the	5	DS 1		4	1	FINAL PROPERTY.	4		F (State	5		
	708846-801	Mount-Transcer.			** <b>x</b>	3	DS i		4	1 7 2			The state of the s	- 1	3 %		
C	708820-801	Mount-Transltr.	×			5	DS i		4	¥.		4			5		
	708847-801	Mount-Transitr.	-		. <b>x</b>	3 :	DS 1		4	154 2	in vi				3 2012		
	708830-801	Mount-Amplifr.	×			5	DS 1		4			4			5	1 50	100
	708805-801	Antenna	×			6	DS 1	1/2	4	2		4			6	•	
	708803-801	Preamplifier				6	ОВ	SOLETE									. (19)
	708804-801	Inverter			×	13	DS 1	3	6	5 8					13	•	
	50 790 8-801	Blower			x	13	DS 2	2 2	6	3 10					13	•	
	713387-801	Board-Matrix			Approved For	r Release 200	1/06/09 : CIZ	SOLETE S-RDP69B0	00279R(	)001001100	01-2						

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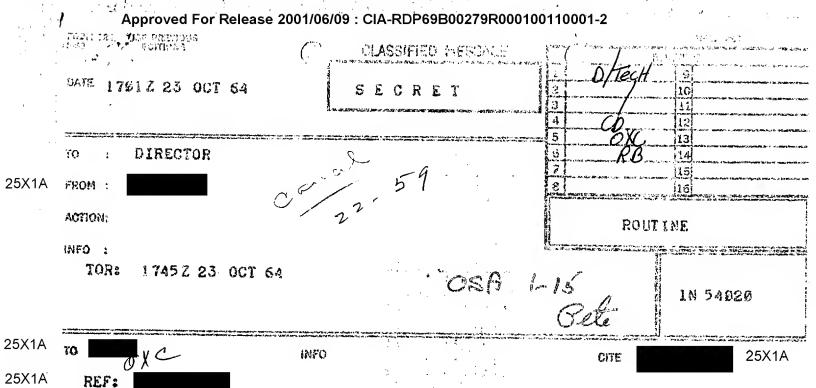
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٠	PART NO.	DESCRIPTION	KC	R	GS	<u>A</u>	SPARES	SMR	QTY	O.T	T>	BWI BW3	BW4	BW5	BW6 MR	L GS !	MTU	TOTAL	PROCURED
	713388-801	Board-Matrix			•		55		OBS	OLETE				• •	Argun/		4		
	708956-802,803	Ground Station	x	x	x	x	7	FS		8	3	1	-	¥.	40,5	4		5	0
	713976-801	Power Supply pwr. Distr.			ж		4	DS	1	3 4	ŀ					4		4	0
	712997-806	Attenuator-pwr.			×		4	DS	1	3 7 4	ŀ					4		4	0
	714824-801	Filter-Relay			x		4	v	1	Me.	3					4		4	0
*	708810-801	Tester-Transmitter	×	×	×	×	8	FS			6	4	2	3				9	1
r' •	708806-802	Test-Set-Translato	r x	×		x	12	FS		***	6	5	3	4				12	0
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**	715094-801	Test Set-Transcvr.	x	×		. x		FS			8	4	. 2	4		<b>→</b> √		1410	<b>1</b> /£/10
*	708809-802	Test Set-Translator	· ×	×	×	×	10	FS		7	8	∜ <sup>3</sup> 3	1	3	*,	4 .	A. A.	× 11 ': -	1
**1	708808-802	Test Set-Transcvr.	×	×	x	×	9	FS		16.	4	3	1	Z		4	- :	10	. 1
***	¥ 715093-801	Test Set-Transcvr.	×	×	×	×		FS			. 8	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1						0	× 0
	708928-801 708935-822,803 709088-801	Test Set-Elec. Cabl Grand Mahm Meter-Transcyr. Te	944	×	*	×	2 6	FS DS	4.		48	4 11,757,25	1. 2 2. 3 3. 3	2	n Market es	4		6	0
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<sup>\*</sup> Includes HA 3666 quantities

<sup>\*\*</sup> Replaces 708807-802

<sup>(1)</sup> includes HA 3666 quantities.
(2) Requires several items of commercial Propose procurement of 715093-801.
(4) Replaces 708670-801
\*\*\*\* Packages 708808-802 and commercial to

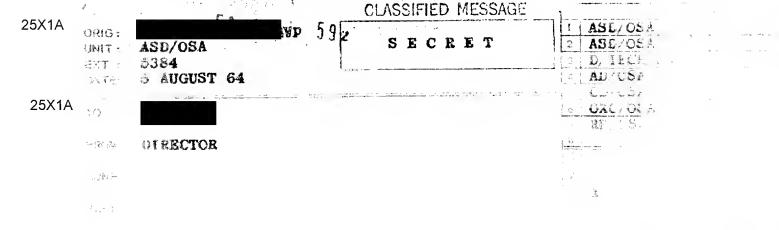
Approved For Release 2		P69B00279R00 NG STUDY	01 <del>001100</del> 7	01-2		
LOCKHEED-CALIFORNIA COMPANY		اسد		AC	22-65	
	CHANGE F	PROPOSAL	7			
DATE 30 OCTOBER 1964	AFFECTS:	WSPO	X	PRO	JECT _	]
NAME OF MAJOR COMPONENT ARC-50 AY	PART OR LOWEST	SUBASSEMBLY	PA	RT NO. &	MODEL C	R TYPE
TITLE OF PROPOSAL : ARC-50 AY	INSTALLATION KI	TS FOR FIVE K	C-135's	· <del></del>		· · · · · · · · · · · · · · · · · · ·
NATURE OF PROPOSAL:		· · · · · · · · · · · · · · · · · · ·			<del></del>	
This ECP provides the Kits into five (5) additional KC accomplished by Service Bul	-135 Tankers. T	he Kits will	incorpor	ate char	nges pre	viously
REASON FOR PROPOSAL: Requirement established by	TWX					CTAT.
This ECP is in accordance w 30 October 1964. We will s	ith our <b>WX'</b> s 17 tart upon notifi	30 and letter cation of tec	Dick to hnical s	Temp, d	lated •	SIAI
30 October 1964. We will s	tart upon notifi	30 and letter cation of tec	Dick to	Temp, d	lated	SIAI
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SUBJECT: QUICK REMOVAL OF AF-262 INS BAY HATCH

- 1. WE ESTIMATE REMOVAL TIME OF PRESENT CONFIGURATION IS TWELVE MINUTES USING TWO MEN.
- 2. USE OF LATCHING DEVICE SINILAR TO EQUIPMENT BAY IS IMPRACTICAL. TO ALLOW ROOM FOR LATCHES AND EXTRA THICKNESS OF DOOR WE WOULD HAVE TO COMPLETELY REDESIGN THE BAY.
- 3. THE APPROACH OF USING CAM LOC TYPE FASTENERS IS NOT POSSIBLE AS THEY WILL NOT CARRY SHEAR LOAD.
- 4. ONLY REASONABLE APPROACH WOULD BE TO USE NEW CALFAX TYPE FASTENERS. THIS WOULD REDUCE REMOVAL TIME TO APPROXIMATELY SIX MINUTES USING TWO MEN. THIS IS ALSO DIFFICULT JOB REQUIRING ADDITION OF STRUCTURAL ANGLES, REMOVAL OF ALL PLATE NUTS AND EXTENSIVE MACHINING TO ALLOW INSTALLATION OF STUDS AND RECEPTICALS. IN ORDER TO DO THIS WORK WE WOULD HAVE TO REMOVE THE EQUIPMENT FROM BAY AS WELL AS INSULATION ON BULKHEADS AND LONGERONS.
  - 5. WE DO NOT RECOMMEND THIS JOB.
  - END OF MESSAGE SECRET

## Approved For Release 2001/06/09: CIA-RDP69B00279R000100110001-2



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PLS SUBMIT ECP FOR INS HATCH REMOVAL TECHNIQUE STATISTS TO SYSTEM USED FOR Q-BAY HATCH. ULTIMATE OBJECTIVE TO RESULT HEROVAL TIME OF INS.

END OF MESSAGE

COORD:

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COORDINATING OFFICERS

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ATE 30 S	September	1964		AFFECT		WSPO	لتنتب		PROJECT		71/05
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	Instal	lation o	f above	Kits wi	ll be acce	omplish	ed un	rler Con	tracts	FT-21	and SC
We are	proceedir	ng with P	HASE I o	of this	program.		٠				
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DATE	24 October 1964		CTS:	WSPC		PROJ	JECT X	]
	OF MAJOR COMPONENT Tanks	PART OR LO	WEST SUBAS	SSEMBLY	PA	RT NO. &	MODEL O	R TYPE
TITLE O	of proposal: Fuel manag	ement revis	ION					
This the i	E OF PROPOSAL:  ECP covers the engine fuel tank sequencing o A-12's except #124 (12) re proceeding with this	f tanks #3 2 ships).						
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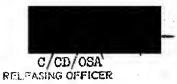
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- \* FIRM TARGET AND CEILING PRICE
- \*\* BUDGET ESTIMATES

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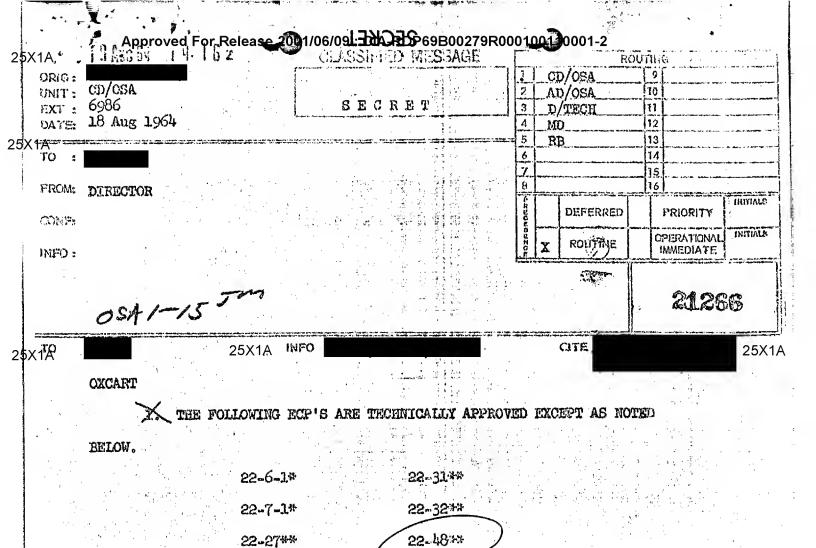
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A. ECP 22-6-1 INCLUDES MODIFYING 26 "A" UNITS IN A-12'S, 24 "B" UNITS IN KC-135'S AND THE EQUIVALENT OF 5 UNITS FROM SPARES. SUGGEST FIRST SENTENCE BE REMORDED AS FOLICWS:

55~58\*\*

"THIS ECP INCLUMES THE EFFORT REQUIRED TO MODIFY ALL OF THE AIRBORNE ARC-50 EQUIPMENT AND COMPONENTS, POTH A-12 AND KC-135, TO THE "Y" CONFIGURATION."

B. ECP 22-32 - BECAUSE OF THE SHORTCOMINGS OF THE FIREMARNING SYSTEM
NOW BEING USED ON THE A-12, NUMEROUS FREMATURELY ABORTED FLIGHTS AND UNNECESSARY
ENGINE REMOVALS WERE INCURRED. THE RESPONSIBILITY FOR THESE ABORTS AND REMOVALS
WOULD AFFEAR TO LIE WITH YOU WHO, IN THE FINAL ANALYSIS, ARE OBLIGATED TO PROVIDE

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\*\* BUDGET ESTIMATES

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REASON FOR PROPOSAL:	:		. ( ) =	133 E	į	and the second	- तम् (स्टब्स्		
1. The Fenwall Fire Warning	Sensing L	oop is a	ensitiv	e to	localize	ed high	temp	er-	
ntune conditions. Edison	svstem w	se hager			a tomper	rature	condi	tions.	
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LOCKHEED - CALIF	ORNIA COMPAN	Y	GE PROPOSA	سم		AC	22-31	
DATE 25 July 1964		AFFEC	TS:	WSPO		PROJ	ECT 🖾	
NAME OF MAJOR CO	OMPONENT	PART OR LOW	VEST SUBASS	EMBLY	PAR	RT NO. &	MODEL O	R TYPE
TITLE OF PROPOSAL	INSTALL IMP	ROVED GYRO	REFERENCE	HEADIN(	3 SYSTEM		:	
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25X1A FROM:	8	[16]
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25X1A PRIORITY	C A CITE	25X1
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25XÍA REF		
25X1A FOR J. PARANGOSKY FROM		
1. OUR CURRENT BUDGETARY ESTIMATE TO RETROF	IT THE ELEVE	EN
25X1A HAMILTON-STANDARD EQUIPPED A-12 ARTICLES IS	T	HIS INCLUDES
MINIMUM ENGINEERING AND TOOLING NECESSARY TO BA	ACKFIT THE AL	OP R-12
PRODUCTION CONFIGURATION INLET CONTROL INTO THE	A-12, PLUS	
PROCUREMENT OF EQUIPMENT AND ARTICLE NOD COST.		_
25X1A 2. IN ADDITION, SPARES AND GSE ON THE ORDER		TO
25X1A SHOULD BE CONSIDERED TO SUPPORT THE MC	ODIFIED ARTI	CLES.
3. TO PARTIALLY OFFSET THIS COST THERE IS	A POTENTIAL	REDUCTION IN
THE CONTINUING R & D AND MOD EFFORT BY AM-STD	TO PROVE AN	D/OR FIX
THEIR SYSTEM (AND ACP SUPPORT OF THIS EFFORT)	AND SOME RED	UCTION IN
SPARES, O & R, AND TECH REP COVERAGE. THIS IS	DIFFICULT T	O ESTIMATE
BUT A DECISION TO RETROFIT AS OF 1 JULY MIGHT	RESULT IN RE	EDUCED
25X1A EXPENDITURES BY HAM-SID IN THE AREA OF		DURING
THE BALANCE OF THE YEAR. HAM-SID APPEARS HEAD	ED FOR AN O'	VERRUN
AGAINST THEIR CALENDAR 1964 BUDGET. THIS PROG	GRAM WILL NE	GATE THIS
SECRET	ixeled from suton downgroding one declaration	notic
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25X1A

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SECRET

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POTENTIAL OVERRUN.

- A. BASED ON OUR ABILITY TO ACCELERATE PRODUCTION SCHEDULES FOR R-12 HARDWARE CURRENTLY ON ORDER AT OUR MAJOR VENDORS, WE WOULD PLAN TO DIVERT ALTERNATE SETS OF THE A-12 PROGRAM AND AIM TO COMPLETE THE FIRST CONVERSION, PROBABLY 121, BY OCTOBER. ALL RETROFITS COULD NOT BE COMPLETED BEFORE NEXT SPRING.
- 5. THE ADP COMPUTER MUST INSTALL IN THE SPACE NOW OCCUPIED BY THE APX=46 IFF. NO OTHER EQUIVALENT SPACE REMAINS IN THE A-12 FOR IFF UNLESS A SMALLER SYSTEM CAN BE FOUND. WE ARE NOW INVESTIGATING THIS. COST OF A NEW IFF IS NOT INCLUDED IN PARAGRAPH 1.

END OF MESSAGE